

Appendix 1: Recommended amendments to the Proposed District Plan

TR — Transport

A safe, efficient transport network is essential for the social and economic wellbeing of Lower Hutt. The transport network also provides a significant opportunity for greenhouse gas reductions, as transportation accounts for over half of emissions for Lower Hutt.

To achieve sustainable development, the transport network must be integrated with land use, so that people can easily move around the city, and businesses can move goods efficiently.

The safety and efficiency of on-site transport facilities ~~(such as cycle and motor vehicle parking facilities, vehicle access, loading facilities, and on-site manoeuvring areas)~~ makes a significant contribution to the overall safety and efficiency of the transport network.

Commented [PM1]: See KiwiRail (442.58) and WRC (452.55)

This chapter sets requirements for transport facilities, including what facilities are required for different activities and design requirements such as minimum dimensions.

The chapter also includes provisions ~~for high trip generating activities~~ to address the effects of high trip generating activities on the safety and efficiency capacity of the transport network and to encourage the uptake of active and public transport modes.

Commented [PM2]: See KiwiRail (442.58)

Other relevant chapters

Transport and the transport network is also addressed through the following chapters:

- The Subdivision chapter, which sets requirements for new allotments created through subdivision of land, including requirements for roads and access.
- The Infrastructure chapter, which sets objectives, policies, and rules for new infrastructure, including roads and infrastructure often located in the road corridor (such as electricity, telecommunications and three-waters infrastructure).
- The Financial Contributions chapter, which provides a mechanism for Council to require resource consent holders to make a financial contribution to the costs of upgrading transport infrastructure through resource consent conditions.
- The Designations chapter, which identifies public works and infrastructure that are designated through the District Plan, including State Highways 2 and 58 and the rail network.

Objective

TR-O1	Purpose
Land use and development is managed to ensure that: 1. On-site activities are safely accessible by a range of transport modes, 2. The transport needs of on-site activities are met, 3. Reliance on private motor vehicles is reduced, and 4. The safety, efficiency and multi-modal function of the transport network is not compromised.	

Policies

TR-P1	Required transport facilities
Require provision of: 1. Cycle parking and end of trip facilities to facilitate access to activities through active transport modes, and 2. Loading areas, including for refuse storage and collection for residential activities, to ensure the servicing needs for on-site activities are adequately met without compromising the safety, efficiency, and multi-modal function of the transport network.	
TR-P2	Enabled transport facilities
Enable transport facilities that are designed to ensure: 1. On-site activities are safely accessible, including for active transport modes, 2. The transport needs of on-site activities are met, and 3. The safety, efficiency, and multi-modal function of the transport network is not compromised.	
TR-P3	Potentially incompatible activities and transport facilities
1. Only allow activities that do not meet standards for provision or design of transport facilities where: a. They are effective in meeting the transport needs of on-site activities, b. The safety, efficiency, and multi-modal function of the transport network is not reduced and the safety of site users is not compromised, c. For any shortfall in the provision of loading spaces, cycling parking or end-of-trip facilities, the projected demand for the facilities will be lower than that required to be provided in the standards, or can be accommodated by public, shared, or reciprocal arrangements, d. Safe and effective access for firefighting purposes is available, and e. They are consistent with the planned outcomes in relation to character and amenity of the zones and precincts in which they are located. 2. Transport facilities may be incompatible if:	

Commented [PM3]: See KiwiRail (442.62)

- a. There is a reduction in the safety, quality or connectivity of active transport networks, or
 - b. The safety and efficiency of road **and rail** networks are compromised, or
 - c. There is not sufficient provision of safe access to on-site activities by active transport users, or
 - d. The provision of transport facilities is not conducive to reducing reliance on private motor vehicles, or
 - e. They are not consistent with the planned outcomes including in relation to character and amenity of the zones and precincts in which they are located, or
 - f. New buildings and structures are not accessible by firefighting appliances.
3. Potentially incompatible activities include:
- a. Activities which are not provided with transport facilities which are required by a standard,
 - b. Transport facilities which do not meet design standards, and
 - c. Vehicle crossings which are not located in the Active Street Frontage Overlay A and Active Street Frontage Overlay B.

Commented [PM4]: See KiwiRail (442.62)

TR-P4

Incompatible transport facilities

Avoid adverse effects from new vehicle crossings in the Active Street Frontage Overlay A and Active Street Frontage Overlay B on the safety, quality, and connectivity of active transport networks.

TR-P5

High trip generating activities

Manage the design and location of high trip generating activities to facilitate the uptake of active and public transport modes, reduce reliance on private motor vehicles and to minimise adverse effects on the safety, efficiency, and multi-modal function of the transport network.

TR-P6

Highly constrained roads

- Manage effects on the capacity and safe function on roads which are highly constrained by:
- 2. Identifying roads with constraints that limit existing safe operation and which have constraints to future upgrades,
 - 3. Identifying sites that are accessed by these roads through the Highly Constrained Roads Overlay, and
 - 4. Only allowing new land use and development within the Highly Constrained Roads Overlay where:
 - a. There is no increase in motor vehicle trips on the highly constrained roads, or
 - b. It can be demonstrated that additional motor vehicle trips will not worsen the safe operation of the road, or
 - c. Improvements are made to the highly constrained road to ensure additional motor vehicle trips are accommodated safely and efficiently, and an equitable financial contribution is made for these improvements.

TR-P7

Positive effects

- Recognise the positive effects for the uptake of active and public transport modes resulting from:
- 1. Improvements, extensions, or additions to active transport networks within a site or the transport network,

2. Improvements to the safety and quality of active transport networks where existing vehicle crossings are removed, reduced in width, or relocated to less active frontages,
3. Cycle parking or end-of-trip facilities,
4. Connections to or integration with public transport facilities and routes, and
5. High trip generating activities that are located in a way which facilitates minimisation of transport demand and increased up take of active and public transport modes.

Rules

TR-R1	All activities — Transport facilities, excluding vehicle crossings
All zones	1. Activity status: Permitted Where: a. Compliance is achieved with: i. TR-S1: Pedestrian and cycling access, ii. TR-S2: Provision of cycle parking and end of trip facilities, iii. TR-S3: Design requirements for cycle parking, iv. TR-S4: Classification of vehicle crossings and driveways, v. TR-S7: Driveways, vi. TR-S8: Design requirements for motor vehicle parking, circulation and manoeuvring, vii. TR-S9: Loading and un-loading — Non-residential, and viii. TR-S10: Loading and un-loading - Residential.
All zones	2. Activity status: Restricted discretionary Where: a. Compliance is not achieved with TR-R1.1. Matters of discretion are restricted to: 1. The matters in TR-P3: Potentially incompatible activities and transport facilities. 2. The degree of non-compliance and matters of discretion of any infringed standard. 3. Positive effects on facilitating the uptake of active and public transport modes where in relation to any matter specified in TR-P7: Positive effects.

		Notification: Public notification is precluded for applications under this rule.
TR-R2		New vehicle crossings
	All Zones	1. Activity status: Permitted Where: a. Compliance is achieved with: i. TR-S4: Classification of vehicle crossings and driveways, ii. TR-S5: Vehicle crossings — Number, location and width, and iii. TR-S6: Vehicle crossings — Separation distances and design, and b. Not located within the Active Street Frontage Overlay A, and c. Not located within the Active Street Frontage Overlay B.
	All zones	2. Activity status: Restricted discretionary Where: a. Compliance is not achieved with TR-R2.1a. Matters of discretion are restricted to: a. The matters in TR-P3: Potentially incompatible activities and transport facilities. b. Positive effects on facilitating the uptake of active and public transport modes where in relation to any matter specified in TR-P7: Positive effects. Notification: Public notification is precluded for applications under this rule.
	City Centre Zone Metropolitan Centre Zone	1. Activity status: Non-complying Where: 1. Located within the Active Street Frontage Overlay B.

	<u>Local Centre Zone</u>		
	<u>Neighbourhood Centre zone</u>		
	City Centre Zone	1. Activity status: Prohibited Where: a. Located within the Active Street Frontage Overlay A.	
	Metropolitan Centre Zone		
	<u>Local Centre Zone</u>		
TR-R3		All activities — Trip generation	
	All Zones	2. Activity status: Permitted Where: a. New activities do not exceed a motor vehicle trip generation threshold set out in Table 8: High trip generating activity thresholds, including when assessed cumulatively with all other activities which share on-site motor vehicle access, circulation, or parking, <u>and</u> b. Where the activities are located in the City Centre Zone, Metropolitan Centre Zone or the Specified High Trip Generator Exemption Overlay, no more than 10 on-site motor vehicle parking spaces are provided for the activity, and c. Alteration or expansion of an existing high trip generating activity does not: i. Increase motor vehicle trip generation by greater than 5%, ii. Alter, remove, or increase the number of, vehicle crossings which provide access to the activity, and iii. Remove the ability for vehicles to enter and exit the site in a forward direction <u>-, and</u> d. <u>The activity is not a new service station or a new drive-through activity.</u>	
	All zones	1. Activity status: Restricted discretionary Where: 1. Compliance is not achieved with TR-R3.1, or 2. The activity is a new service station or a new drive through activity. Matters of discretion are restricted to:	

Commented [PM5]: See the Policy Planning Team of Hutt City Council (440.27)

Commented [PM6]: See the Policy Planning Team of Hutt City Council (440.27)

Commented [PM7]: See the Policy Planning Team of Hutt City Council (440.28)

Commented [PM8]: See the Policy Planning Team of Hutt City Council (440.28)

		1. The extent that the development provides for active and public transport modes. 2. Positive effects on facilitating the uptake of active and public transport modes where in relation to any matter specified in TR-P7: Positive effects. 3. Effects on the capacity, safety, efficiency, and multi-modal function of the transport network. 4. Whether safe and effective access can be provided and maintained for emergency service vehicles to the site and within the transport network. 5. The design of transport facilities and their integration with the transport network. 6. Whether any improvements to the transport network are proposed or required as a result of the activity, and a financial contribution has been made in accordance with the provisions of the Financial Contributions chapter. 7. The transport needs of activities on the site. 8. Any cumulative adverse effects. Information Requirements: Applications made under this rule must include an Integrated Transport Assessment prepared by a suitably qualified traffic engineer or transport planner. Where the application is for a new high trip generating activity the Integrated Transport Assessment must include a travel choice assessment. The Waka Kotahi NZ Transport Agency guidelines in Research Report 422: Integrated Transport Assessment Guidelines, November 2010 should be used to inform any Integrated Transport Assessment.
TR-R4	Activities within the Highly Constrained Roads Overlay	
	All Zones	1. Activity status: Permitted Where: a. It is a residential activity and no more than one residential unit occupies the site, or b. It is a non-residential activity and is ancillary to an existing on-site activity.
	All zones	2. Activity status: Non-complying Where: a. Compliance is not achieved with TR-R4.1.

	Notification: Public notification is precluded for applications under this rule. Information requirements: Applications made under this rule must include an assessment from a suitably qualified and experienced traffic engineer or transport planner. The assessment must include the following: 1. A review of the current operating conditions and recent crash history of the road. 2. An estimation of private motor vehicle movements generated by the activity, including any proposed methods to minimise trip generation or divert it to other modes. 3. An assessment of the effects of trip generation from the proposed activity on the safe operation of the road. 4. Whether there are any opportunities for improvements to the road to safely accommodate the trip generation from the proposed activity.
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Standards

TR-S1	Pedestrian and cycling access
1. Any pedestrian and cycling access which provides access to: a. Two or more residential units, b. A non-residential activity with at least one Full Time Equivalent staff member, or c. An activity on a rear site, must: d. Be formed from the road reserve to each building containing the activity, e. Have a minimum 1.5m formed width, f. Have a 1.8m minimum legal width, g. Have a maximum average gradient of 1:20, and h. Have a maximum gradient of 1:12 for any length which does not exceed 9m. 2. For firefighting purposes, any pedestrian and cycling access which is the sole access to the activity or site, must comply with the following:	

- a. A fully reticulated water supply system including hydrants must be available within the road corridor to which the access connects, and
- b. The pedestrian and cycling access must be no more than 75m in length measured from the road boundary to any existing building or proposed building platform on the site.

Matters of discretion if the standard is not met:

- 1. Whether the pedestrian and cycling access is safe and functional, including for pedestrians, cyclists, micromobility users and persons with a disability.
- 2. Whether activities have safe and effective access for firefighting purposes.

TR-S2

Provision of cycle parking and end of trip facilities

- 1. For all activities in new buildings and redevelopment of existing buildings which increases GFA by 10% or more:
 - a. Cycle parking must be provided in accordance with Table 1: Minimum requirements for cycle parking, and
 - b. Where three or more long-stay cycle parking spaces are required under TR-S2.1a, except where required for residential activities:
 - i. A minimum of one locker must be provided per long-stay parking space required under that standard,
 - ii. A minimum of one shower must be provided, and
 - iii. A minimum of one shower must be provided for every 10 long stay parking spaces required under that standard.

Matters of discretion if the standard is not met:

- 1. The availability of alternative, **functional**, accessible, safe, and secure cycle parking that meets the needs of the intended users.
- 2. Whether provision for cycle parking and end-of-trip facilities for multiple sites or activities can be consolidated and maintained in a shared cycle parking area.
- 3. Whether the transport needs of on-site activities and site constraints make compliance with the standard impractical.

Commented [PM9]: See Hutt Cycle Network (251.5)

TR-S3

Design requirements for cycle parking

- 1. Cycle parking required by TR-S2: Provision of cycle parking and end of trip facilities must:
 - a. Be sized and spaced to accommodate cycle dimensions of 1200mm height, 1800mm length, and 600mm width,
 - b. Be securely anchored to an immovable object,
 - c. Be able to support the bicycle frame and front wheel, and
 - d. Allow the cycle frame to be secured.
- 2. Short-stay cycle parking required by TR-S2: Provision of cycle parking and end of trip facilities must be in a location:
 - a. That is accessible for users of short-stay cycle parking for the duration of the activity's hours of operation,
 - b. Within 20m of the primary entrance,
 - c. That does not impede pedestrian thoroughfares,
 - d. Clear of motor vehicle parking or manoeuvring areas, and
 - e. Clear of any structure, storage of goods, landscape planting, or other use.

3. Long-stay cycle parking required by TR-S2: Provision of cycle parking and end of trip facilities must be in a location that is: - Secure and separate from any short-stay cycle parking facility, - Accessible to long-stay users related to the activity (such as staff or residents), and - Covered either within the building for the activity or within its own structure. Matters of discretion if the standard is not met: - The safety of pedestrians, cyclists and micromobility users using the road, accessways, walkways, and cycle parking spaces. - The effectiveness of the cycle parking spaces and end-of-trip facilities. - Whether the transport needs of on-site activities and site constraints make compliance with the standard impractical.	
TR-S4	Classification of vehicle crossings and driveways
1. Driveways and vehicle crossings must be classified according to Table 2: Driveway and vehicle crossing classification. There are no matters of discretion if the standard is breached.	
TR-S5	Vehicle crossings — Number, location and width
1. The number of vehicle crossings per site must not exceed the following: - Where the total frontage width does not exceed 50m: One vehicle crossing. - Where the total frontage width is between 50m and 100m: Two vehicle crossings. - Where the total frontage width exceeds 100m: Three vehicle crossings. 2. Where a site has more than one frontage and <u>in accordance with TR-S5.1</u>, is permitted only one vehicle crossing, the location select of the vehicle crossing must be in accordance with the following order of precedence: - Local streets, then - Urban connectors or Rural roads, then - Any other road. 3. Vehicle crossings at the point of intersection with any footpath or shared path must have a width not exceeding: - For single vehicle crossings: 6m, and - For combined vehicle crossings: 9m. 4. The total width of vehicle crossings must not exceed 30% of the frontage width. Matters of discretion if the standard is not met: - The classification, characteristics, and operating speed of the road and the number and types of motor vehicles accessing the site. - The characteristics of active transport networks at the site frontage and the amenity of the streetscape. - Whether the proposed activities provide for the safety, continuity and quality of active transport networks. - Opportunities to consolidate and reduce the number of vehicle crossings. - Alternative opportunities for vehicle access.	
TR-S6	Vehicle crossings — Separation distances and design

Commented [PM10]: See Z Energy (468.153) and the Fuel Companies (471.45)

1. Where the posted speed limit along the site frontage is 70km/h or greater, new vehicle crossings must have a minimum 50m separation from existing vehicle crossings (including those for other sites) which are located on the same side of the road.
2. There must be a separation distance of at least one metre between vehicle crossings measured at the kerb/carriageway edge and between full kerb heights. This includes when measured from vehicle crossings on neighbouring sites. Where a one metre separation cannot be achieved the vehicle crossings must be combined.
3. Vehicle crossings must not be located within a distance "a" of an intersection tangent point as shown by the heavy line between points A and B in Figure 1: Separation distances from intersections, where distance "a" is:
 - a. 20m: where one or more roads joining the intersection is a Transit corridor or Interregional corridor.
 - b. 10m: where one or more roads joining the intersection is an Urban connector, Rural connector, Activity street, Main street, ~~Civic space, City hub,~~ Peri-urban road and Rural road.
 - c. 6m: where all roads joining the intersection are Local streets.
4. A vehicle crossing must not be located at the top of a T-intersection, shown as the heavy line between Points C and D in Figure 1: Separation distances from intersections and where the distance "a" is as described in clause 3 of this standard, except where all roads forming the intersection are Local streets.
5. For pedestrian safety, vehicle crossings must have clear visibility splays from 1.0m above ground level, as shown in Figure 2: Visibility splays and safe stopping distances. For Vehicle Access Level 1 (based on the classification in Table 2: Driveway and vehicle crossing classification), where providing the visibility splay is not practicable, then it is not required if a 75mm high speed hump is installed 1.0m from the road boundary.
6. Safe stopping distances from vehicle crossings, as shown in Figure 2: Visibility splays and safe stopping distances, must comply with Table 3: Safe stopping distances for new vehicle crossings.
7. The distance from vehicle crossings to railway crossings must be at least 30m, measured from the nearest edge of the vehicle crossing to the nearest railway track.

Commented [PM11]: Minor correction

Matters of discretion if the standard is not met:

1. Whether the vehicle crossing provides for the safety, continuity and quality of active transport networks.
2. The characteristics of active transport networks at the site frontage and the amenity of the streetscape.
3. Opportunities to consolidate and reduce the number of vehicle crossings.
4. Alternative opportunities for vehicle access.
5. The classification, characteristics and operating speed of the road and the number and types of motor vehicles accessing the site.
6. Whether manoeuvring is provided on-site to enable motor vehicles to enter and exit the vehicle crossing in a forward direction.
7. Whether the design of the vehicle crossing and driveway, and the characteristics of the transport network enable motor vehicles to traverse the vehicle crossing efficiently without obstructing the movement of users in the transport network.

TR-S7

Driveways

1. The minimum design vehicle used for driveway design under this standard is a 4.91m x 1.87m vehicle (85th percentile vehicle).

2. Driveways must be designed to achieve the design speeds, minimum widths, pedestrian access, maximum gradients and seal requirements in Table-4: Design requirements for driveways
3. Any driveway for a site located in an area where no fully reticulated water supply system is available, or having a length greater than 75m when connected to a road that has a fully reticulated water supply system including hydrants, must:
 - a. Have a minimum unobstructed width of 4m,
 - b. Have a minimum formed width of 3.5m,
 - c. Have a minimum height clearance of 4m, and
 - d. Be designed to be free of obstacles that could hinder access for emergency service vehicles.

Matters of discretion if the standard is not met:

1. The safe, efficient, and effective functioning of the driveway, including the safety of pedestrians, cyclists, micromobility users, and people with disabilities.
2. The ability for refuse collection to occur safely and efficiently while minimising disruption to site users and the transport network.
3. Whether activities have safe and effective access for firefighting purposes.

TR-S8

Design requirements for motor vehicle parking, circulation, and manoeuvring

1. The minimum design vehicle used for design under the standard must be a 4.91m x 1.87m vehicle (85th percentile vehicle) with a minimum outside turning radius of 5.8m and a 300mm clearance from the outside radius.
2. Motor vehicle parking ~~Carparking~~ spaces and manoeuvring areas must:
 - a. Comply with the minimum dimensions of Figure 3: Motor vehicle parking and Table 5: Design requirements for motor vehicle parking,
 - b. Have a maximum gradient of 5% in any direction,
 - c. Have a minimum height clearance of 2.3m, and
 - d. For residential on-site carparking spaces, whether covered or uncovered, be electric vehicle-charging-ready by being serviced with an electrical cable conduit from the electricity supply to the edge of the carpark.
3. Blind aisles must extend at least 1m beyond the last parking space they provide access to.
4. On-site circulation and manoeuvring areas must:
 - a. Have a maximum gradient of 12.5%, and
 - b. Not be located on areas permanently allocated for parking or storage.
5. On-site parking, circulation and manoeuvring must not include ramps, turntables, lifts or stackers.

Commented [PM12]: See Laura Skilton (314.69, 314.72)

Note:

Where parking is provided, the New Zealand Building Code D1/AS1 New Zealand Standard for Design for Access and Mobility — Buildings and Associated Facilities (NZS: 4121-2001) sets requirements for the number and design of parking spaces for people with disabilities and for accessible routes from the parking spaces to the associated activity or road.

Matters of discretion if the standard is not met:

1. The safe, efficient, and effective functioning of the motor vehicle parking, circulation, and manoeuvring areas, including the safety of pedestrians, cyclists, micromobility users, and people with disabilities.	
TR-S9	Loading and unloading - Non-residential
1. The number of loading spaces to be provided on-site must not be less than that shown in Table 6: Minimum provision of loading spaces for non-residential activity. 2. On-site loading spaces and design of related manoeuvring and circulation areas must comply with the specifications of the applicable design vehicle detailed in Table 7: Loading space design requirements. 3. Loading spaces must provide for loading and unloading to occur within the site and in a manner that does not impede vehicular access to parking spaces or areas within the site required for vehicle manoeuvring and circulation. 4. On-site circulation and manoeuvring areas must be provided so that within five turning movements the applicable design vehicle can enter and exit the site and any required loading space in a forward direction, except where access to the site is from a Local street. These on-site circulation and manoeuvring areas must not be located on: a. Road reserve (unless a service lane), or b. Areas permanently allocated for parking or storage. Matters of discretion if the standard is not met: 1. Whether the projected demand for loading areas will be lower than that required in the standards or can be accommodated by shared or reciprocal arrangements. 2. The effects on the amenity of the streetscape and the safety and effectiveness of the transport network where loading needs are not adequately met on-site.	
TR-S10	Loading and unloading — Residential
For developments with 10 or more residential units: 1. An on-site refuse storage area must be provided which: a. Is accessible to residents, b. Is screened from the street, c. Is at least 20m² in size plus 1m² for each residential unit above 10 units, and d. Includes a 1.5m wide aisle for accessing and manoeuvring bins. 2. Provision for on-site refuse collection must be provided in accordance with the following: a. Within 10m and directly accessible to the refuse storage area, sufficient area must be provided for a medium rigid vehicle to stand and perform loading operations to collect refuse without obstructing through movement for persons and vehicles. b. On-site circulation and manoeuvring areas must be provided so that within five turning movements a medium rigid vehicle can enter and exit the site in a forward direction and access the refuse collection area, except where the refuse collection area is within 15m of the road frontage access. Matters of discretion if the standard is not met:	

1. Whether the projected demand for refuse storage and collection areas will be lower than that required in the standards or can be accommodated by public, shared, or reciprocal arrangements.
2. The extent to which bin placement for collection or vehicle loading may obstruct pedestrian, cyclist, or vehicle movement on site or within the transport network.
3. The adverse effects on streetscape amenity and the quality of active transport networks related to bin placement within the road reserve.
4. Whether the frequency of servicing for refuse collection is more than once weekly.

Table 1: Minimum requirements for cycle parking

Activity	Minimum number of on-site cycle parking spaces			
	Short stay		Long stay	
Any activity in City Centre Zone, Metropolitan Zone or Local Centre Zone			Nil	In accordance with rest of table
Commercial activity – Office		Minimum 1, 1 per 500m ² GFA	Minimum 2, 1 per 300m ² GFA	
• Standalone office activity		Minimum 1, 1 per 300m ² GFA	Minimum 1, 1 per 200m ² GFA	
• Service station • Trade supply retail • Yard-based retailing	Up to 200m ² GFA area: Nil Greater than 200m ² GFA, 1 per additional 500m ² GFA			Minimum 1, 1 per 200m ² GFA
• Home business			Nil	Nil
Industrial activity — Manufacturing, Trade yard		Up to 500m ² GFA area: Nil required		
		Greater than 500m ² : 1 per additional 1,000m ²	Greater than 500m ² : 1 per additional 500m ²	
Industrial activity — Warehousing		Up to 1000m ² GFA area: Nil required		
		Greater than 1000m ² : 1 per additional 2,000m ²	Greater than 1,000m ² : 1 per additional 1,000m ²	
Residential units	Up to 19 residential units: Nil required 20 or more residential units: 1 per 20 residential units		Up to 3 residential units: Nil required 4 or more residential units: 1 per residential unit	

Visitor accommodation	Up to 10 units: Nil required			Commented [PM13]: See Hutt Cycle Network (251.7)
	Greater than 10 units: 1 space, plus 1 per additional 20 units		Greater than 10 units: 1 per 10 FTE employees	
Retirement village	1 per 30 units or beds		1 per 10 FTE employees	
Educational facility – Primary	1 space, plus 1 space per 400 students		1 per 20 students, plus 1 per 10 FTE employees	
Educational facility – Secondary	1 space, plus 1 space per 400 students		1 per 10 students, plus 1 per 10 FTE employees	
Educational facility – Tertiary	1 space, plus 1 space per 400 students		1 per 10 students, plus 1 per 10 FTE employees	
Healthcare activities	1 per 250m ² GFA		1 per 10 FTE employees	
Community facility, Sports facility	1 per 10 persons that site is designed to accommodate			1 per 10 FTE employees
Any other activity	Up to 500m ² GFA: Nil required			
	Greater than 500m ² : 1 per additional 500m ²		1 per 10 FTE staff members	

Table 2: Driveway and vehicle crossing classification

Vehicle Access Level 1		Vehicle Access Level 2		Vehicle Access Level 3		Vehicle Access Level 4	
Non-residential	Typical daily traffic (AADT)			1-30	31-60	61-200	201+
	Heavy motor vehicles (AAWT)			0-2	3-4	5-8	9+
Residential	No. of residential units			1-3	4-6	7-19	20+
Notes to table: The higher category of classification is to be used. For example, if a non-residential activity has Annual Average Daily Traffic of 50 vehicles/day and Annual Average Weekly Traffic of 6 vehicles/week, then the classification is the higher classification, being Vehicle Access Level 3. Access to sites with a mix of activities, including residential and non-residential activities, is to be assessed based on the total typical daily traffic (AADT) or heavy motor vehicles traffic (AAWT) for all activities. One dwelling is equivalent to 10 motor vehicles/day.							

Figure 1: Separation distances from intersections

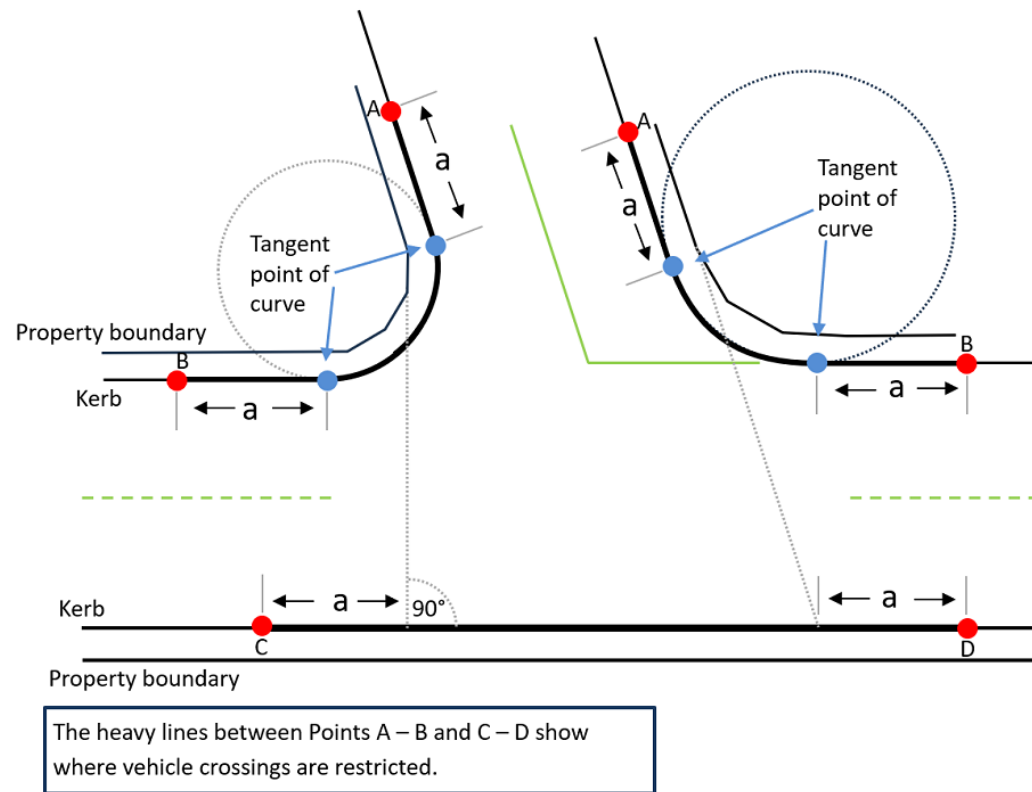


Figure 2: Visibility splays and safe stopping distances

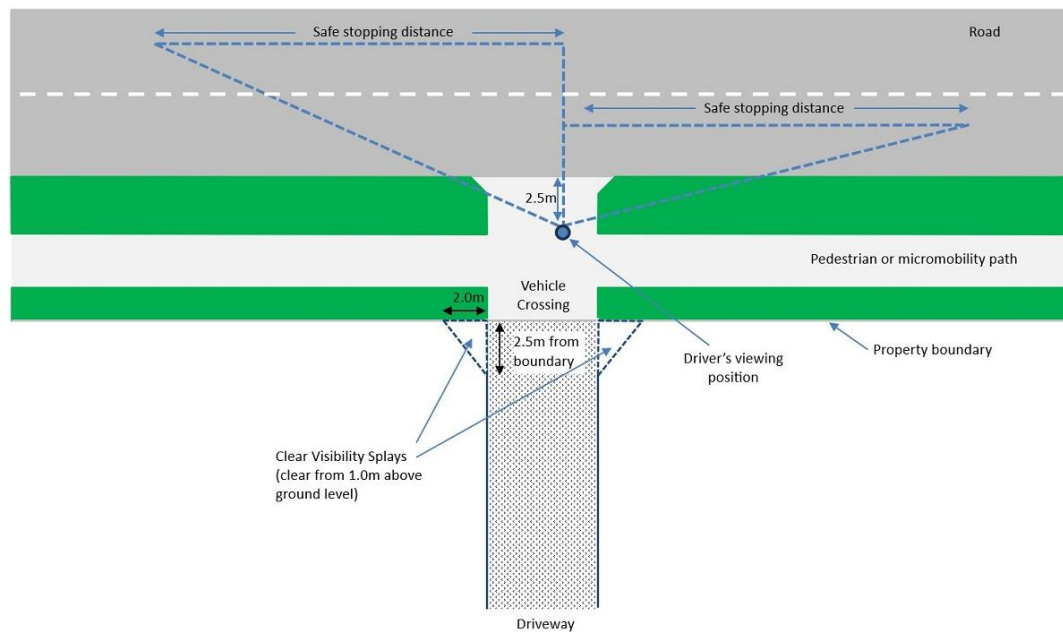


Table 3: Safe stopping distances for new vehicle crossings

Frontage speed limit	Vehicle Access Levels 1, 2 and 3		Vehicle Access Level 4
30	25	50	
40	30	75	
50	45	100	
60	65	125	
70	85	150	

80	105	180
90	130	215
100	160	250

Table 4: Design requirements for driveways

	Vehicle Access Level 1	Vehicle Access Level 2	Vehicle Access Level 3 and Level 4
Design speed (km/h)	10	10	20
Max gradient	<u>Straight ramps: 20%, and</u> 2m transition length for changes in grade >12.5% <u>Curved ramps: 10%</u> For sites where the driveway rises to meet the road, 5% maximum gradient within 6m of road boundary	<u>Straight ramps: 20%, and</u> 2m transition length for changes in grade >12.5% <u>Curved ramps: 10%</u> For sites where the driveway rises to meet the road, 5% maximum gradient within 6m of road boundary	<u>Straight ramps: 16%, and</u> 2m transition length for changes in grade >12.5% <u>Curved ramps: 10%</u> For sites where the driveway rises to meet the road, 5% maximum gradient within 6m of road boundary
Seal	Urban environments: Driveways must be sealed, except where: - The driveway serves a single residential unit, and There is the driveway gradient is less than 1 in 10 (10%). Rural environments: Driveways must be sealed where the driveway gradient exceeds 1 in 10 (10%).		
Formation dimensions			
• Traffic lane width	3.0m	5.5m for the first 10m from the boundary 3.0m	5.5
• Traffic lane length	The traffic lane must have a minimum length of 6m extending into the site from the property frontage, which must be unobstructed but may be enclosed by a garage or a carport.		
• Passing bay	Urban zones: Where the length of a driveway exceeds 50m, a passing bay must be provided every 50m.		Shared in movement lane

Commented [PM16]: See FENZ (374.35)

Commented [PM17]: See Go Architecture (331.5)

	To form the passing bay the width must be increased to 5.5m over a minimum 7m length with 45° tapers.		
	Rural zones: - Where the length of a driveway exceeds 100m, a passing bay must be provided every 100m. - To form the passing bay the width must be increased to 5.5m over a minimum 15m length.		
• Footpath	Shared in vehicle lane	1.2m wide, one side	1.2 m wide, one side
• Cycle lane	Shared in vehicle lane	Shared in vehicle lane	Shared in vehicle lane
Legal width	3.3m + 2.2m where passing bays required	4.5m + 1.0m where passing bays required	7.0m
Notes to table: Curved ramps are access ramps that follow a curved or circular profile in plan view.			

Commented [PM18]: See FENZ (374.35)

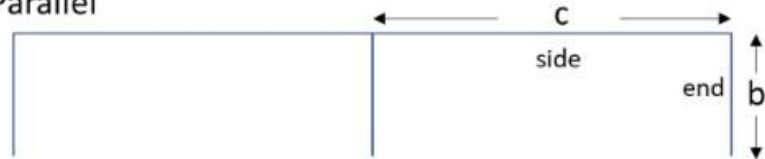
Table 5 — Design requirements for motor vehicle parking

Parking space type		Dimension “a” (m)	Dimension “b” (m)	Dimension “c” (m)	Minimum aisle width (m)
Parallel (permanently unobstructed sides and ends)		-	2.1	5.4	3.0
Additional clearance requirement for each obstructed side or end (e.g. fence, wall, column)		-	+0.3	+0.9 (between spaces) +1.2 (obstructed end space)	
Perpendicular (permanently unobstructed sides and ends ¹)	Regular users ² only	-	2.4	5.0	5.8
			2.5	5.0	5.4
	Casual users ³		2.5	5.0	5.8
Additional clearance requirement for each obstructed side or end		-	+0.3	+0.4	

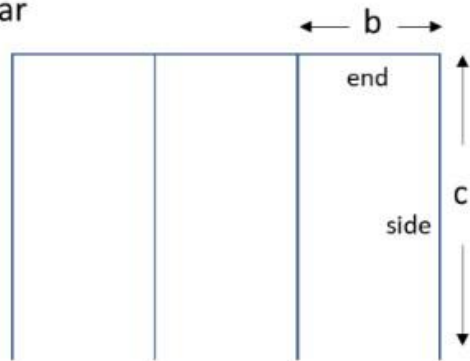
(e.g. fence, wall, column or inside garage)				
Additional clearance requirement both ends obstructed (e.g. inside garage)	-	+0.6	+0.4	
Additional aisle width for accessing garage door that is less than 2.7m wide				+0.8
Kerb stops, where provided, must be offset a minimum 0.5m from any pedestrian movement areas.				
Angle — 60° (permanently unobstructed sides)	2.4 (regular users ² only)	2.8 (regular users ² only)	5.1	4.9 (regular users ² only)
	2.5	2.9		4.6
	2.6	3.0		4.3
Additional clearance requirement for each obstructed side (e.g. fence, wall, column)	+0.3	+0.33	+0.6	
<i>Notes to table</i> ¹Unobstructed ends means where the parking space is to a low kerb which allows 400mm of overhang, and the overhanging dimension does not include space required for pedestrian or cyclist through movement. ²Regular users are people whose regular use gives them a familiarity with the parking area that permits smaller safe clearances about the parking spaces (for example residents, employees). ³Casual users are people, typically short-term visitors, who would not be familiar with the parking layout.				

Figure 3 — Motor vehicle parking

Parallel



Perpendicular



Angle

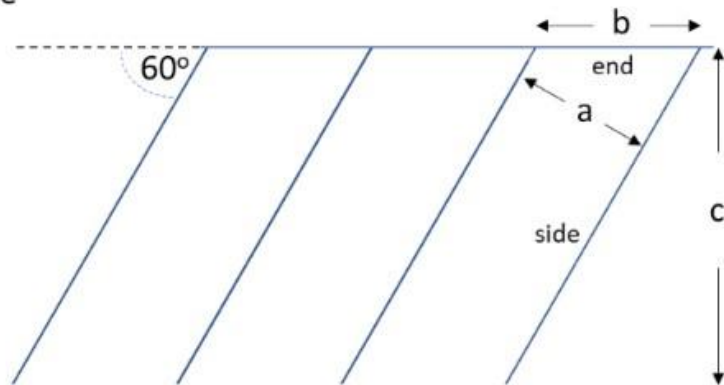


Table 6: Minimum provision of loading spaces for non-residential activity

Gross floor area	No of Spaces	Minimum Design Vehicle
Up to 500m ²		Nil
501 — 1,000m ²	1	Small Rigid Vehicle
1001 — 3,000m ²	1	Medium Rigid Vehicle
Greater than 3,000m ²	1	Heavy Rigid Vehicle

Table 7: Loading space design requirements

Small Rigid Truck	Medium Rigid Truck	Large Rigid Truck
Min space width (m)	3.5 + 0.3 for side obstructions	
Min space length (m)	6	8
Min vertical clearance (m)	3.5	4.5
Design turning radius (m)	7.1	10
Max gradient for loading space	1:25 (4%) measured in any direction	

Table 8: High trip generating activity thresholds

Activity	Threshold
City Centre Zone Metropolitan Centre Zone	All other Zones
Residential activities:	
Residential units	No threshold
Retirement village	100 beds or units

Visitor accommodation:									
Visitor accommodation			No threshold			30 units		30 units	
Educational facilities:									
Child care services		50 35 children			30 20 children			50 35 children	
Primary, intermediate, and secondary schools					125 students		125 students		125 students
Tertiary education activities			300 FTE students		150 FTE students			300 FTE students	
Health care activities:									
Health care activities			500m ² GFA		300m ² GFA			500m ² GFA	
Commercial activities:									
Fitness centres		No threshold			600m ² GFA			600m ² GFA	
Food and beverage activities (not including drive-through activities)					No threshold		300m ² -200m ² GFA		No threshold
Grocery stores, supermarkets, integrated retail activity, and retail activity not otherwise provided for							No threshold	300m ² GFA	500m ² GFA
Motor vehicle servicing					Any		200m ²		Any
Standalone office activities			No threshold			1,000m ²		1,000m ² GFA	
Trade supply retail, yard-based retailing						Any	1,000m ²		Any
Industrial activities:									
Business parks	Any	Ten or more tenancies or allotments				Ten or more tenancies or allotments			
Warehousing or storage				Any	5,000m ² GFA			5,000m ² GFA	
Manufacturing		Any		2,000m ² GFA			2,000m ² GFA		
Community activities:									

Commented [PM19]: See Ministry of Education (399.29)

Commented [PM20]: See McDonald's (174.3)

Commented [PM21]: See Foodstuffs (239.8, 239.9)

Community facility	No threshold	More than 200 persons on the site at any one time	More than 200 persons on the site at any one time
Other activities:			
Any activity not listed above, or Any combination of activities which are listed in this table and which have a numerical threshold		200 vehicle trips/day	200 vehicle trips/day
<i>Note to table:</i> Where “any” is stated in the threshold columns, means that any extent of the activity is considered to exceed table thresholds.			

Mapping

Recommendations on mapping:

- In response to Laura Skilton (314.9) include a map layer for road classifications

Definitions

Recommendations on definitions:

Activity street

Means any street shown in the planning maps as an Activity street.

Classification of the Lower Hutt road network has been undertaken in accordance with the One Network Framework Classification Guidance, Version 1.0 (17 November 2022), published by Waka Kotahi NZ Transport Agency.

Interregional corridor

Commented [PM22]: Laura Skilton 314.3

Commented [PM23]: Laura Skilton 314.3

Means any street shown in the planning maps as a Interregional corridor.

Classification of the Lower Hutt road network has been undertaken in accordance with the One Network Framework Classification Guidance, Version 1.0 (17 November 2022), published by Waka Kotahi NZ Transport Agency.

Local street

Means any street shown in the planning maps as a Local street.

Classification of the Lower Hutt road network has been undertaken in accordance with the One Network Framework Classification Guidance, Version 1.0 (17 November 2022), published by Waka Kotahi NZ Transport Agency.

Main street

Means any street shown in the planning maps as a Main street.

Classification of the Lower Hutt road network has been undertaken in accordance with the One Network Framework Classification Guidance, Version 1.0 (17 November 2022), published by Waka Kotahi NZ Transport Agency.

Pedestrian and cycling access

means an access which

- a. is designed and constructed for use only by pedestrians, cyclists and micromobility device users; and
- b. is the sole **means of** access **connecting activities within** ~~to~~ the site **to the transport network**, or is the primary access for pedestrians and cyclists

excludes pedestrian or cycling access where co-located with a vehicle access.

Commented [PM24]: Laura Skilton 314.3

Commented [PM25]: Laura Skilton 314.3

Commented [PM26]: KiwiRail 442.66

Peri-urban road

Means any street shown in the planning maps as a Peri-urban road.

Classification of the Lower Hutt road network has been undertaken in accordance with the One Network Framework Classification Guidance, Version 1.0 (17 November 2022), published by Waka Kotahi NZ Transport Agency.

Commented [PM27]: Laura Skilton 314.3

Rural connector

Means any street shown in the planning maps as a Rural connector.

Classification of the Lower Hutt road network has been undertaken in accordance with the One Network Framework Classification Guidance, Version 1.0 (17 November 2022), published by Waka Kotahi NZ Transport Agency.

Commented [PM28]: Laura Skilton 314.3

Rural road

Means any street shown in the planning maps as a Rural road.

Classification of the Lower Hutt road network has been undertaken in accordance with the One Network Framework Classification Guidance, Version 1.0 (17 November 2022), published by Waka Kotahi NZ Transport Agency.

Commented [PM29]: Laura Skilton 314.3

Transit corridor

Means any street shown in the planning maps as a Transit corridor.

Classification of the Lower Hutt road network has been undertaken in accordance with the One Network Framework Classification Guidance, Version 1.0 (17 November 2022), published by Waka Kotahi NZ Transport Agency.

Commented [PM30]: Laura Skilton 314.3

Transport facilities

means facilities and areas which provide for the movement of people, goods and refuse within sites and between activities on a site and the transport network. It includes:

- a. pedestrian and cycling accesses,
- b. cycling and micromobility device parking and end-of-trip facilities,
- c. driveways, and motor vehicle manoeuvring and parking areas,
- d. vehicle crossings,
- e. on-site loading facilities, and
- f. refuse storage areas.

Urban connector

Means any street shown in the planning maps as an Urban connector.

Classification of the Lower Hutt road network has been undertaken in accordance with the One Network Framework Classification Guidance, Version 1.0 (17 November 2022), published by Waka Kotahi NZ Transport Agency.

Commented [PM31]: The Fuel Companies 471.81

Commented [PM32]: Laura Skilton 314.3

Appendix 2: Recommended decisions on submissions on the Transport chapter and definitions and mapping

Submitter	Sub #	SP #	Support/oppose	Requested Relief	Recommendation
John Sheehan	1	1	Other/Not stated	Not stated, see original submission for details	Reject
Susan Locke	61	3	Oppose (requesting new provision)	Seeks that there is a requirement for all properties provide off street parking for at least 1 car.	Reject
Bunnings Ltd	173	2	Oppose in part	Amend the matters of discretion under TR-R3.2 as follows: Matters of discretion are restricted to: 1. The extent that the development provides for active and public transport modes. 2. Positive effects on facilitating the uptake of active and public transport modes where in relation to any matter specified in TR-P7: Positive effects. 3. <u>The operational and functional needs of the activity to exceed the high trip generation threshold.</u> 4. Effects on the capacity, safety, efficiency, and multi-modal function of the transport network. 5. Whether safe and effective access can be provided and maintained for emergency service vehicles to the site and within the transport network. 6. The design of transport facilities and their integration with the transport network. 7. Whether any improvements to the transport network are proposed or required as a <u>direct</u> result of the <u>proposed</u> activity, and a financial contribution has been made in accordance with the provisions of the Financial Contributions chapter. 8. The transport needs of activities on the site. 9. Any cumulative adverse effects.	Reject
McDonald's Restaurants (NZ) Limited	F11	1	Support	Allow submission point 173.2	Reject

Foodstuffs North Island	F17	20	Support	Allow submission point 173.2	Reject
Bunnings Ltd	173	3	Oppose in part	Seeks to remove the high trip generating activity threshold for trade supply retail in the General Industrial Zone.	Reject
New Zealand Transport Agency Waka Kotahi	F20	9	Oppose	Disallow submission point 173.3	Accept
McDonald's Restaurants (NZ) Limited	174	3	Oppose in part	Seeks that the table is amended to "increase the high trip generating activity threshold for food and beverage activities in the Local Centre Zone, Neighbourhood Centre Zone, and Mixed Use Zone to 330m2" (refer to original submission)	Accept in part
New Zealand Transport Agency Waka Kotahi	F20	12	Oppose	Disallow submission point 174.3	Reject
McDonald's Restaurants (NZ) Limited	174	4	Oppose in part	Seeks that the table is amended to include new drive-through activities, with a threshold for all zones of 330m2	Reject
New Zealand Transport Agency Waka Kotahi	F20	13	Oppose	Disallow submission point 174.4	Accept
McDonald's Restaurants (NZ) Limited	174	2a	Oppose in part	Amend clause (2) of rule as follows: "2. Activity status: Restricted discretionary Where: a. Compliance is not achieved with TR-R3.1, or b. The activity is a new service station or a new drive-through activity."	Reject
New Zealand Transport Agency Waka Kotahi	F20	10	Oppose	Disallow submission point 174.2a	Accept

McDonald's Restaurants (NZ) Limited	174	2b	Oppose in part	Amend matters of discretion in rule as follows: "Matters of discretion are restricted to: ... 3. <u>The operational and functional needs of the activity to exceed the high trip generation threshold.</u> 4. Effects on the capacity, safety, efficiency, and multi-modal function of the transport network. 45. Whether safe and effective access can be provided and maintained for emergency service vehicles to the site and within the transport network. 56. The design of transport facilities and their integration with the transport network. 67. Whether any improvements to the transport network are proposed or required as a <u>direct</u> result of the <u>proposed</u> activity, and a financial contribution has been made in accordance with the provisions of the Financial Contributions chapter. ..."	Reject
Foodstuffs North Island	F17	2	Support	Allow submission point 174.2b	Reject
Bunnings Ltd	F18	1	Support	Allow submission point 174.2b	Reject
New Zealand Transport Agency Waka Kotahi	F20	11	Oppose	Disallow submission point 174.2b	Accept
Foodstuffs North Island	239	07	Multiple	matters of discretion under TR-R3.2 amended as follows: Matters of discretion are restricted to: 1. The extent that the development provides for active and public transport modes. 2. Positive effects on facilitating the uptake of active and public transport modes where in relation to any matter specified in TR-P7: Positive effects.	Reject

				3. The operational and functional needs of the activity to exceed the high trip generation threshold. 4. Effects on the capacity, safety, efficiency, and multi-modal function of the transport network. 5. Whether safe and effective access can be provided and maintained for emergency service vehicles to the site and within the transport network. 6. The design of transport facilities and their integration with the transport network. 7. Whether any improvements to the transport network are proposed or required as a direct result of the proposed activity, and a financial contribution has been made in accordance with the provisions of the Financial Contributions chapter. 8. The transport needs of activities on the site. 9. Any cumulative adverse effects.	
McDonald's Restaurants (NZ) Limited	F11	19	Support	Allow submission point 239.7	Reject
Foodstuffs North Island	239	08	Multiple	increase the high trip generating activity threshold for supermarkets in the Local Centre Zone, Neighbourhood Centre Zone, and Mixed Use Zone to 1500m ² .	Reject
New Zealand Transport Agency Waka Kotahi	F20	14	Oppose	Disallow submission point 239.8	Accept
Foodstuffs North Island	239	09	Multiple	include Wholesale retail activities within Table 8 with no threshold for all zones.	Reject
New Zealand Transport Agency Waka Kotahi	F20	15	Oppose	Disallow submission point 239.9	Accept
Bunny Willing	247	2	Amend	Amend the Transport section of the Proposed Plan to delineate "constrained traffic environment" on the lower eastern side of Park	Reject

				Road, commencing at #46 Park Rd south to the Park Rd/Groundsell Cres intersection	
Bunny Willing	247	3	Amend	Amend the Transport section of the Proposed Plan to delineate “constrained traffic environment” on the lower eastern side of Park Road, commencing at #46 Park Rd south to the Park Rd/Groundsell Cres intersection	Reject
Victoria and Martin Jaenecke	249	2	Amend	Amend the Transport section of the Proposed Plan to delineate “constrained traffic environment” on the lower eastern side of Park Road, commencing at #46 Park Rd south to the Park Rd/Groundsell Cres intersection	Reject
Victoria and Martin Jaenecke	249	3	Amend	Amend the Transport section of the Proposed Plan to delineate “constrained traffic environment” on the lower eastern side of Park Road, commencing at #46 Park Rd south to the Park Rd/Groundsell Cres intersection	Reject
Hutt Cycle Network	251	1	Support in part	No specific relief sought in relation to this point	Accept
Hutt Cycle Network	251	2	Support	Retain introduction as notified	Accept in part
Hutt Cycle Network	251	3	Support	Retain policy as notified	Accept
Hutt Cycle Network	251	4	Support	Retain policy as notified	Accept
Hutt Cycle Network	251	5	Support in part	Amend as follows: "1. For all activities in new buildings and redevelopment of existing buildings which increases GFA by 10% or more: Matters of discretion if the standard is not met: 1. The availability of alternative, <u>functional</u>, accessible, safe, and secure cycle parking that meets the needs of the intended users. 2. <u>If minimum rates cannot be met on site, cash developer contributions to council to fund public provisioning should be considered in the order of \$500 – \$1000 per bicycle parking space.</u> "	Accept in part

Kāinga Ora - Homes and Communities	F26	3	Oppose	Disallow submission point 251.5	Reject
Hutt Cycle Network	251	6	Support in part	Amend as follows: "1.Cycle parking required by TR-S2: Provision of cycle parking and end of trip facilities must: ... d. Allow the cycle frame to be secured. <u>e. Include signage that indicates the area is reserved for bicycle parking.</u> <u>f. Be kept clear of obstructions and rubbish.</u> <u>g. Be well lit.</u> 3. Long-stay cycle parking required by TR-S2: Provision of cycle parking and end of trip facilities must be in a location that is: ... c. Covered either within the building for the activity or within its own structure. <u>d. Protected via security measures such as a locked enclosure, CCTV or inclusion in security patrols.</u> <u>e. Inclusive of provision for e-bike charging in Residential situations."</u>	Reject
Hutt Cycle Network	251	7	Support in part	Amend as follows: Any activity in City Centre Zone, Metropolitan Centre Zone or Local Centre Zone - Short Stay parking: "Nil <u>1 per 750m² of Net Leasable Area"</u> Visitor accommodation: "Up to 105 units: Nil required" Visitor accommodation - short stay spaces: "Greater than 105 units: 1 per additional 20<u>10</u> units"	Accept in part

				Visitor accommodation - long stay spaces: "Greater than 105 units: 1 per 10 FTE employees 2 units"	
Hutt Cycle Network	251	8	Support in part	Amend as follows: Cycle Lane - Vehicle Access Level 2 and Vehicle Access Level 3 and Level 4: "Shared in vehicle lane. A separate 1.6m wide cycle lane should be provided for each direction, or a 2.8m wide bidirectional path."	Reject
Hutt Cycle Network	251	9	Support in part	Amend as follows: "...5. For pedestrian the safety of pedestrians, people on bikes and micro mobility users, vehicle crossings must have clear visibility splays from 1.0m above ground level, as shown in Figure 2: Visibility splays and safe stopping distances. 5a. For Vehicle Access Level 1 (based on the classification in Table 2: Driveway and vehicle crossing classification), where providing the visibility splay is not practicable, then it is not required if a 75mm high speed hump is installed 1.0m from the road boundary or if convex mirrors or other monitoring and visibility devices are installed. 5b. For Vehicle Access Level 3 and 4 (based on the classification in Table 2: Driveway and vehicle crossing classification), a visibility splay of 2.0 m by 5.0 metres is required.	Reject
Doreen Marilyn Brown	257	2	Amend	Amend the Transport section of the Proposed Plan to delineate "constrained traffic environment" on the lower eastern side of Park Road, commencing at #46 Park Rd south to the Park Rd/Groundsell Cres intersection	Reject
Doreen Marilyn Brown	257	3	Amend	Amend the Transport section of the Proposed Plan to delineate "constrained traffic environment" on the lower eastern side of Park Road, commencing at #46 Park Rd south to the Park Rd/Groundsell Cres intersection	Reject

Ian Roderick Brown, Doreen Marilyn Brown	258	2	Amend	Amend the Transport section of the Proposed Plan to delineate “constrained traffic environment” on the lower eastern side of Park Road, commencing at #46 Park Rd south to the Park Rd/Groundsell Cres intersection	Reject	
Ian Roderick Brown, Doreen Marilyn Brown	258	3	Amend	Amend the Transport section of the Proposed Plan to delineate “constrained traffic environment” on the lower eastern side of Park Road, commencing at #46 Park Rd south to the Park Rd/Groundsell Cres intersection	Reject	
Elizabeth Cole	260	2	Amend	Amend the Transport section of the Proposed Plan to delineate “constrained traffic environment” on the lower eastern side of Park Road, commencing at #46 Park Rd south to the Park Rd/Groundsell Cres intersection	Reject	
Elizabeth Cole	260	3	Amend	Amend the Transport section of the Proposed Plan to delineate “constrained traffic environment” on the lower eastern side of Park Road, commencing at #46 Park Rd south to the Park Rd/Groundsell Cres intersection	Reject	
Michael & Sandra Fackney	262	2	Amend	Amend the Transport section of the Proposed Plan to delineate “constrained traffic environment” on the lower eastern side of Park Road, commencing at #46 Park Rd south to the Park Rd/Groundsell Cres intersection	Reject	
Michael & Sandra Fackney	262	3	Amend	Amend the Transport section of the Proposed Plan to delineate “constrained traffic environment” on the lower eastern side of Park Road, commencing at #46 Park Rd south to the Park Rd/Groundsell Cres intersection	Reject	
Christene Loweth	267	18	Oppose in part	Seeks that roads are made wide enough to accommodate parked vehicles or make it mandatory for new premises to have off-street parking. (Refer to original submission).	Reject	
Russel Hudson and Linda Hudson	270	2	Amend	Amend the Transport section of the Proposed Plan to delineate “constrained traffic environment” on the lower eastern side of Park	Reject	

				Road, commencing at #46 Park Rd south to the Park Rd/Groundsell Cres intersection	
Russel Hudson and Linda Hudson	270	3	Amend	Amend the Transport section of the Proposed Plan to delineate “constrained traffic environment” on the lower eastern side of Park Road, commencing at #46 Park Rd south to the Park Rd/Groundsell Cres intersection	Reject
Laura Skilton	314	3	Oppose (requesting new provision)	Seeks that definitions are added for the roads classifications used in the District Plan	Accept
Laura Skilton	314	8	Oppose in part	Seeks that the overlay is expanded to include any roads that have a kerb to kerb width less than 11m, and are within the distances of the zones or transport hubs as per the following: City Centre Zone: 500m Metropolitan Centre Zone: 250m Local Centre Zone: 100m Neighbourhood Centre Zone: 100m Mixed Use Zone: 50m Sport and Active Recreation Zone: 100m Hospital Zone: 200m Tertiary Education Zone: 200m Transport Hub (e.g. Railway Station): 500m	Reject
Laura Skilton	314	9	Neutral	Seeks that the road classification referred to in provisions in the Transport chapter, is shown in the maps	Accept
Laura Skilton	314	65	Support in part	Amend rule as follows: "1. Activity status: Permitted Where: ... c. Alteration or expansion of an existing high trip generating activity does not: i. Increase motor vehicle trip generation by greater than 5%, ii. Alter, remove, or increase the number of, vehicle crossings which	Reject

				provide access to the activity, and iii. Remove the ability for vehicles to enter and exit the site in a forward direction."	
Laura Skilton	314	66	Support in part	Amend rule as follows: "1. Activity status: Permitted Where: a. It is a residential activity and no more than one residential unit occupies the site, <u>and there is no increase in the number of bedrooms or rooms that can accommodate additional people on the site on 31 December 2024</u> , or b. It is a non-residential activity and is ancillary to an existing on-site activity. 2. Activity status: Non-complying Prohibited Where: Compliance is not achieved with TR-R4.1."	Reject
Kāinga Ora - Homes and Communities	F26	39	Oppose	Disallow submission point 314.66	Accept
Laura Skilton	314	67	Support in part	Amend standard as follows: "... <u>3. Vehicle crossings at the point of intersection with the kerb and channel must have a minimum width of</u> <u>a. For vehicle crossing on an urban road that is not an urban connector: 3.0m</u> b. For a vehicle crossing on an Urban Connector: 3.5m 4 <u>3. Vehicle crossings at the point of intersection with any footpath or shared path must have a width not exceeding:</u> a. For single vehicle crossings: 6m, and b. For combined vehicle crossings: 9m"	Reject

Laura Skilton	314	68	Support in part	Amend clause (1) of standard as follows: "1. The minimum design vehicle used for driveway design under this standard is a 5.4m x 2.1m 4.91m x 1.87m vehicle (99-85th percentile vehicle)."	Reject
Laura Skilton	314	69	Neutral	Amend title of standard as follows: "TR-S8: Design requirements for motor vehicle car parking, circulation, and manoeuvring"	Accept in part
Laura Skilton	314	70	Oppose	Amend standard as follows: "... 2. Carparking spaces must: a. Comply with the minimum dimensions of Figure 3: Motor vehicle parking and Table 5: Design requirements for motor vehicle parking, b. Have a maximum gradient of 5% in any direction, c. Have a minimum height clearance of 2.3m, and d. For residential on-site carparking spaces, whether covered or uncovered, be electric vehicle charging ready by being serviced with an electrical cable conduit from the electricity supply to the edge of the carpark 5. On-site parking, circulation and manoeuvring must not include ramps, turntables , lifts or stackers <u>6. Manoeuvring space must not be obstructed by any parking or loading space, or any other permanent object.</u> "	Reject
Laura Skilton	314	71	Support in part	Amend requirements for "Formation dimension - Traffic lane length" as follows: "The traffic lane must have a minimum length of 6m extending into the site from the property frontage, which must be unobstructed but may be enclosed by a garage or a carport. unless a garage or carport is constructed on the boundary. "	Reject

Laura Skilton	314	72	Support in part	Seeks that the table and figure are amended to: - align with the NZS2890.1 update - change the "b" dimension in "parallel" and "perpendicular" in the figure to be the "a" dimension - clarify that "Minimum aisle width" = manoeuvring (refer TR-S8.4 etc) - simplify the table (refer to original submission for further detail)	Accept in part
Laura Skilton	314	73	Neutral	Amend title of figure as follows: "Figure 3 – Motor vehicle Car parking"	Accept in part
Adrian Palmer Family Trust	315	16	Amend	Seeks that rule is amended by deleting sub-clause 2(b) so that the provision of more than 10 car parking spaces is a permitted activity.	Reject
Rowan Swain & Kim Weber-Swain	317	12	Oppose in part	Remove the Highly Constrained Roads Overlay from Waitohu Rd, York Bay OR, HCC to provide the engineering assessments on the condition of the road and why additional traffic is a major risk, traffic reports into crash history, what traffic mitigations have been considered by HCC.	Reject
Go Architecture Ltd	331	5	Support in part	Amend to correct typo in the "Seal" row; change "there" to "where"	Accept
Go Architecture Ltd	331	6	Support in part	Seeks amendments to replace parking requirements with a reference to NZS 2890.1, or list it and specify that the requirements in the table match the standard.	Reject
Fire and Emergency New Zealand	374	31	Support	Retain as notified	Accept in part
Fire and Emergency New Zealand	374	32	Support in part	Amend policy follows: "Manage effects on the capacity and safe function on roads which are highly constrained by: ...	Reject

				3. Only allowing new land use and development within the Highly Constrained Roads Overlay where: ... b. It can be demonstrated that additional motor vehicle trips will not worsen the safe operation of the road, including the ability to retain suitable access for firefighting, or ..."	
Fire and Emergency New Zealand	374	33	Support	Retain as notified	Accept in part
Health New Zealand Te Whatu Ora (Health NZ)	F37	18	Oppose in part	Other	Other
Fire and Emergency New Zealand	374	34	Support in part	Amend standard as follows: "... 2. For firefighting purposes, any pedestrian and cycling access which is the sole access to the activity or site, must comply with the following: ... b. The pedestrian and cycling access must be: <u>i. Be no more than 75m in length measured from the road boundary to the furthest point of any existing building or proposed building platform on the site, and</u> <u>ii. Have a minimum clear width of 3m and a minimum height clearance of 4m.</u>	Reject
Fire and Emergency New Zealand	374	35	Support in part	Amend as follows: "... 3. Any driveway for a site located in an area where no fully reticulated water supply system is available, or having a length (see note 1) greater than 75m when connected to a road that has a fully reticulated water supply system including hydrants, must: a. Have a minimum unobstructed width of 4m;	Accept in part

				b. Have a minimum formed width of 3.5m; c. Have a minimum height clearance of 4m; and d. Be designed to be free of obstacles that could hinder access for emergency service vehicles. <u>x. Have a maximum gradient of 20% (straight ramps), or 10% (curved ramps).</u> <u>Note 1: For the purpose of measuring the driveway length under TRS7(3), this should be measured from the road boundary to the furthest point of any existing building or proposed building platform on the site.</u>"	
Sensible Solutions for Eastbourne	383	12	Oppose in part	Remove the Highly Constrained Roads Overlay from Waitohu Rd, York Bay OR, HCC to provide the engineering assessments on the condition of the road and why additional traffic is a major risk, traffic reports into crash history, what traffic mitigations have been considered by HCC.	Reject
NZ Transport Agency Waka Kotahi	385	1	Oppose (requesting new provision)	Add definition of "Access": <u>"Means an area of land over which vehicle, pedestrian and/or cycling access is obtained to legal road.</u> <u>It includes:</u> <u>a. an access strip;</u> <u>b. an access allotment; and</u> <u>c. a right-of-way."</u>	Reject
Kāinga Ora - Homes and Communities	F26	56	Support	Allow submission point 385.1	Reject
NZ Transport Agency Waka Kotahi	385	2	Oppose (requesting new provision)	Add definition of "Accessway": <u>"Means any area or part of private land where the primary purpose is to provide access, including vehicle access, between the body of</u>	Reject

				<u>any allotment(s) or site(s) and any public road, footpath, or cycling path. Accessway includes any rights of way, private way, access lot, access leg, or private road."</u>	
Kāinga Ora - Homes and Communities	F26	57	Support	Allow submission point 385.2	Reject
NZ Transport Agency Waka Kotahi	385	9	Support	Retain definition as notified	Accept
NZ Transport Agency Waka Kotahi	385	11	Oppose (requesting new provision)	Add definition of "Limited Access Road": "Any Road declared to be A Limited Access Road under section 88 GRPA, section 346A of the Local Government Act 1974, or the corresponding provisions of any former or later enactment."	Reject
NZ Transport Agency Waka Kotahi	385	18	Support	Retain as notified	Accept
NZ Transport Agency Waka Kotahi	385	23	Support	Retain definition as notified	Accept
NZ Transport Agency Waka Kotahi	385	24	Support	Retain definition as notified	Accept
NZ Transport Agency Waka Kotahi	385	39	Support	Retain objective as notified	Accept
NZ Transport Agency Waka Kotahi	385	40	Support	Retain as notified	Accept
NZ Transport Agency Waka Kotahi	385	41	Support in part	Amend the policy as follows: "TR-P6: Highly constrained roads <u>and Limited Access Roads</u> Manage effects on the capacity and safe function on roads which are highly constrained <u>or Limited Access Roads</u> by: 1. Identifying roads with constraints that limit existing safe operation and which have constraints to future upgrades,	Reject

				2. Identifying sites that are accessed by these roads through the Highly Constrained Roads Overlay <u>or Limited Access Road Mapping</u>, and 3. Only allowing new land use and development within the Highly Constrained Roads Overlay <u>or Limited Access Road Mapping</u> where: a. There is no increase in motor vehicle trips on the highly constrained roads <u>or Limited Access Road</u>, or b. It can be demonstrated that additional motor vehicle trips will not worsen the safe operation of the road, or c. Improvements are made to the highly constrained road <u>or Limited Access Road</u> to ensure additional motor vehicle trips are accommodated safely and efficiently, and an equitable financial contribution is made for these improvements.”	
NZ Transport Agency Waka Kotahi	385	42	Support in part	Amend the rule as follows: "1. Activity status: Permitted Where: ... <u>d. Not located within, or accessed from, a Limited Access Road</u> <u>Note: If a resource consent application is made under this rule for a vehicle crossing that is accessed from a Limited Access Road, NZTA will be considered an affected person in accordance with Section 95E of the RMA and notified of the application, where written approval is not provided.</u>"	Reject
NZ Transport Agency Waka Kotahi	385	43	Support	Retain clause 1 of the rule as notified	Accept
NZ Transport Agency Waka Kotahi	385	44	Support in part	Amend the matters of discretion under clause 2 of the rule: "Matters of discretion are restricted to: ... <u>9. If the activity is located within 100m from any on-ramps, off-ramps, or any intersection with the state highway then the effects of</u>	Reject

				the activity on the safe and efficient operation of the state highway shall be considered.”	
Health New Zealand Te Whatu Ora (Health NZ)	F37	19	Oppose in part	Other	Other
NZ Transport Agency Waka Kotahi	385	45	Support in part	Amend the rule description as follows: ”TR-R4: Activities within the Highly Constrained Roads Overlay <u>or</u> <u>access from a Limited Access Road.</u> ”	Reject
NZ Transport Agency Waka Kotahi	385	46	Support	Retain clause 2 of the rule as notified.	Accept
NZ Transport Agency Waka Kotahi	385	47	Oppose in part	Seeks that the table is replaced with a table with the following requirements: Threshold for light vehicle movements - 100 per day Threshold for heavy vehicle movements - 8 per week And the following note included: <u>Note: vehicle movements are defined as (as noted in the New Zealand Transport Agency Planning Policy Manual: Appendix 1 – Glossary):</u> <u>- 1 car to and from the property = 2 equivalent car movements</u> <u>- 1 truck to and from the property = 6 equivalent car movements</u> <u>- 1 truck and trailer to and from the property = 10 equivalent car movements.”</u>	Reject
Wellington Regional Council	F38	12	Oppose	Disallow submission point 385.47	Accept
Health New Zealand Te Whatu Ora (Health NZ)	F37	20	Oppose in part	Other	Other

Kāinga Ora - Homes and Communities	386	7	Oppose in part	Amend "information requirements" under clause 2 of rule as follows: "Information Requirements: Applications made under this rule must include an Integrated Transport Assessment prepared by a suitably qualified traffic engineer or transport planner. <u>The Integrated Transportation Assessment shall be in detail that corresponds with the scale and significance of the effects that the proposed activity may have on the environment.</u> <u>Basic Assessment – 51-60 new or additional carparks</u> <u>Confirmation of how the development complies with the relevant Transportation Rules;</u> <u>Where there is a small degree of non-compliance an assessment of effects identifying any potential adverse effects on public realm, movement networks, safety and security, and/or on the transport network and any measures required to avoid, remedy or mitigate those adverse effects adjacent to the site.</u> <u>Local Assessment – 61-100 carparks</u> <u>This will discuss the transport effects relating to the public realm, movement networks, safety and security, and the transport network (including the function of roads as identified in the road hierarchy) and identify existing conditions and compare the predicted effects of the development.</u> <u>Any measures required to avoid, remedy or mitigate adverse effects should be identified."</u>	Reject
Kāinga Ora - Homes and Communities	386	8	Oppose in part	Amend the standard as follows: 1. The number of vehicle crossings per site must not exceed the following: a. Where the total frontage width does not exceed 50m: One vehicle crossing.	Reject

				b. Where the total frontage width is between 50m and 100m: Two vehicle crossings. c. Where the total frontage width exceeds 100m: Three vehicle crossings. 2. Where a site has more than one frontage and is permitted only one vehicle crossing, the location selection of the vehicle crossing must be in accordance with the following order of precedence: a. Local streets, then b. Urban connectors or Rural roads, then c. Any other road. 3. Vehicle crossings at the point..."	
New Zealand Transport Agency Waka Kotahi	F20	17	Oppose	Disallow submission point 386.8	Accept
Kāinga Ora - Homes and Communities	386	9	Oppose	Delete standard	Reject
Kāinga Ora - Homes and Communities	386	10	Oppose in part	Amend table as follows: Resdenital activities: "Residential units Number of new carparking spaces / All other zones: 2050 or more residential unitscarparking spaces"	Reject
Wellington Regional Council	F38	23	Oppose	Disallow submission point 386.10	Accept
Ministry of Education	399	21	Support	Retain objective as notified	Accept
Ministry of Education	399	22	Support	Retain policy as notified	Accept
Ministry of Education	399	23	Support	Retain policy as notified	Accept
Ministry of Education	399	24	Support	Retain policy as notified	Accept
Ministry of Education	399	25	Support	Retain rule as notified	Accept
Ministry of Education	399	26	Support	Retain rule as notified	Accept in part

Health New Zealand Te Whatu Ora (Health NZ)	F37	21	Oppose in part	Other	Other
Ministry of Education	399	27	Support	Retain standard as notified	Accept
Ministry of Education	399	28	Support	Retain table as notified	Accept in part
Ministry of Education	399	29	Support in part	Amend table as follows: Child care services / City Centre Zone, Metropolitan Centre Zone: "35 50 children" Child care services / All other Zones: "20 50 children" Child care services / Specified High Trip Generator Exemption Overlay: "35 50 children"	Accept in part
Policy Planning team of the Hutt City Council	440	27	Support in part	Amend TR-R2.3 and TR-R2.4 to include the Neighbourhood Centre Zone and Local Centre Zone as zones subject to rules TR-R2.3 and TR-R2.4, as these zones also have frontages affected by the Active Street Frontage Overlays.	Accept in part
Policy Planning team of the Hutt City Council	440	28	Support in part	Amend to move condition TR-R3.2(b) to TR-R3.1 as follows: "1. Activity status: Permitted Where: a. New activities do not exceed a motor vehicle trip generation threshold set out in Table 8: High trip generating activity thresholds, including when assessed cumulatively with all other activities which share on-site motor vehicle access, circulation, or parking, <u>and</u> b. Where the activities are located in the City Centre Zone, Metropolitan Centre Zone or the Specified High Trip Generator Exemption Overlay, no more than 10 on-site motor vehicle parking	Accept

				spaces are provided for the activity, <u>and</u> c. Alteration or expansion of an existing high trip generating activity does not: i. Increase motor vehicle trip generation by greater than 5%, ii. Alter, remove, or increase the number of, vehicle crossings which provide access to the activity, and iii. Remove the ability for vehicles to enter and exit the site in a forward direction, <u>and</u> d. <u>The activity is not a new service station or a new drive-through activity.</u> 2. Activity status: Restricted discretionary Where: a. Compliance is not achieved with TR-R3.1, or b. The activity is a new service station or a new drive-through activity.	
Policy Planning team of the Hutt City Council	440	92	Oppose in part	Seeks that the Highly Constrained Roads Overlay boundary at 26 Waitohu Road is redrawn so that the boundary aligns with the side and rear property boundary of 26 Waitohu Road and does not encompass any area of the property. (Refer to original submission for a visual representation of the affected area)	Accept
KiwiRail Holdings Ltd	442	58	Support in part	Amend " A safe, efficient <u>road and rail</u> transport network is essential for the social and economic wellbeing of Lower Hutt. <u>Improvements to the rail and public</u> The transport network also provides a significant opportunity for greenhouse gas reductions, as <u>road based</u> transportation accounts for over half of <u>carbon</u> emissions for Lower Hutt. ... <u>It is important to maintain the safety and efficiency of the rail and road transport network. Small-scale</u> The safety and efficiency of	Accept in part

				transport facilities (such as cycle and motor vehicle parking facilities, vehicle access, loading facilities and on-site manoeuvring areas) on private sites can make a positive significant contribution to the overall safety and efficiency of the <u>local</u> transport network. This chapter sets requirements for <u>road</u> transport facilities, including what facilities are required for different activities and design requirements such as minimum dimensions. The chapter also includes provisions for high trip generating activities to address effects on the <u>safety and efficiency capacity</u> of the transport network and to encourage the uptake of active and public transport modes."	
KiwiRail Holdings Ltd	442	59	Support in part	Amend " ... 4. The safety, efficiency and multi-modal function of the transport network is <u>maintained or improved not compromised</u>."	Reject
Wellington Regional Council	F38	69	Support	Allow submission point 442.59	Reject
KiwiRail Holdings Ltd	442	60	Oppose (requesting new provision)	Add a new untitled objective "<u>Adverse effects that arise from transport connections, new activities or intensification of activities on the safe and efficient operation of the transport network are avoided, remedied or mitigated.</u>"	Reject
KiwiRail Holdings Ltd	442	61	Multiple	Add a new objective [inferred] or policy [explicit] " <u>TRAN-O3: Road/rail crossings</u> <u>New development maintains the safe and efficient operation of railway level crossings for all road users and the rail corridor</u>"	Reject
KiwiRail Holdings Ltd	442	62	Support in part	Amend " 1. Only allow activities that do not meet standards for provision or design of transport facilities where: ... b. The safety, efficiency, and multi-modal function of the transport	Accept

				network is <u>not reduced</u> and the safety of site users is not compromised ... 2. Transport facilities may be incompatible if: ... b. The safety and efficiency of road <u>and rail</u> networks are compromised, or ... "	
Wellington Regional Council	F38	70	Support	Allow submission point 442.62	Accept
KiwiRail Holdings Ltd	442	63	Support	Retain as notified [inferred]	Accept
KiwiRail Holdings Ltd	442	64	Support	Retain as notified [inferred]	Accept
KiwiRail Holdings Ltd	442	65	Oppose (requesting new provision)	Add a new untitled policy " <u>Manage land use and development to minimise the risk of collisions at level crossings, including by:</u> <u>a. controlling new or increased use of vehicle access to sites adjacent to all road/rail level crossings to improve safety for road users on the approach to level crossings;</u> <u>b. avoiding new at-grade level crossings to ensure the safe, effective, and efficient operation of the rail network;</u> <u>c. providing controlled safe crossing points for pedestrian and cyclists as part of upgrades to rail level crossings.</u> <u>d. Protecting the sight lines at level rail crossings by managing adjacent land use and development."</u>	Reject
KiwiRail Holdings Ltd	442	66	Support in part	Amend " ... Matters of discretion if the standard is not met: 1. Whether the pedestrian and cycling access is safe and functional, including for <u>rail corridor</u>, pedestrians, cyclists, micromobility users and persons with a disability. ..."	Reject

KiwiRail Holdings Ltd	442	67	Support	Retain as notified	Accept
Winstone Aggregates	444	20	Support	Retain as notified.	Accept
Winstone Aggregates	444	21	Support	Retain as notified.	Accept
Winstone Aggregates	444	22	Amend	Seeks to amend Table 8 of the Transport Chapter as follows: Insert <u>Quarrying Activities</u> . Add a new row into Table 8: High trip generating activity thresholds to specify that • <u>Quarrying Activities have a threshold of 500 vehicle movements per day.</u>	Reject
New Zealand Transport Agency Waka Kotahi	F20	18	Oppose	Disallow submission point 444.22	Accept
Winstone Aggregates	444	23	Amend	Seeks that if Quarrying activities are not included in Table 8 of the Transport Chapter with a 500 vehicle movement per day threshold as applies through the ODP at present, include the in the Specified High Trip Generation Exemption Overlay with a 500 vehicle movement per day threshold.	Reject
New Zealand Transport Agency Waka Kotahi	F20	19	Oppose	Disallow submission point 444.23	Accept
Te Kārearea Ltd and Rosco Ice Cream Ltd	447	11	Oppose in part	Seeks that traffic generation limits generally remain the same as the operative district plan, with an increased allow for sites that are close to major roading transport notes. Specically opposes high trip generator thresholds proposed for -Business Parks with 10 or more tenants / lots - Warehouse buildings greater than 5,000m2 GFA - Manufacturing buildings greater than 2,000m2 GFA - Other activities that generate over 200 vehicle trips per day	Reject

Manor Park and Haywards Residents Community Incorporated Society	F10	6	Oppose	Disallow submission point 447.11	Accept
New Zealand Transport Agency Waka Kotahi	F20	20	Oppose	Disallow submission point 447.11	Accept
Te Kārearea Ltd and Rosco Ice Cream Ltd	447	6.1c	Multiple	Seeks site specific provisions for 30 Benmore Crescent: - An upper limit for total traffic generation, rather than use of the high trip generator	Reject
Manor Park and Haywards Residents Community Incorporated Society	F10	13	Oppose	Disallow submission point 447.6.1c	Accept
New Zealand Transport Agency Waka Kotahi	F20	21	Oppose	Disallow submission point 447.6.1c	Accept
Waste Management NZ Limited	F39	12	Support	Allow submission point 447.6.1c	Reject
Wellington Regional Council	452	13	Support	Retain as notified.	Accept
Wellington Regional Council	452	54	Support	Retain as notified.	Accept
Wellington Regional Council	452	55	Support in part	Amend as follows: The safety and efficiency of transport facilities (such as cycle and motor vehicle parking facilities, <u>bus stops and shelters</u> , vehicle access, loading facilities, and on-site manoeuvring areas makes a significant contribution to the overall safety and efficiency of the transport network.	Reject

Wellington Regional Council	452	56	Support	Retain as notified.	Accept
Wellington Regional Council	452	57	Support	Retain as notified.	Accept
Wellington Regional Council	452	58	Support	Retain as notified.	Accept
Wellington Regional Council	452	59	Support in part	Amend clause 1.c. as follows: For any shortfall in the provision of loading spaces, cycling parking or end-of-trip facilities, the projected demand for the facilities can be demonstrated to will be lower than that required to be provided in the standards, or can be accommodated by public, shared, or reciprocal arrangements,	Reject
Wellington Regional Council	452	60	Support	Retain as notified.	Accept
Wellington Regional Council	452	61	Support	Retain as notified.	Accept
Wellington Regional Council	452	62	Support	Retain as notified.	Accept
Wellington Regional Council	452	63	Support	Retain as notified.	Accept
Wellington Regional Council	452	64	Support	Retain as notified.	Accept
Wellington Regional Council	452	65	Support	Retain as notified.	Accept in part
Wellington Regional Council	452	66	Support	Retain as notified.	Accept in part

Health New Zealand Te Whatu Ora (Health NZ)	F37	22	Oppose in part	Other	Other
Wellington Regional Council	452	67	Support	Retain as notified.	Accept
Wellington Regional Council	452	68	Support	Retain as notified.	Accept
Wellington Regional Council	452	69	Support	Insert new clause 1.e. and 1.f. as follows: <u>e. Be well lit with an illuminance value of no less than 20 lux at floor level, and</u> <u>f. Be on level ground</u>	Reject
Z Energy Limited	468	17	Oppose in part	Amend definition as follows: "means: a. a service station, b. a drive-through activity, or c. any other activity which exceeds a threshold in TR-Table 8 High trip generating activity thresholds, including when assessed cumulatively with all other activities with which on-site motor vehicle access spaces are shared."	Reject
McDonald's Restaurants (NZ) Limited	F11	9	Support	Allow submission point 468.17	Reject
New Zealand Transport Agency Waka Kotahi	F20	3	Oppose	Disallow submission point 468.17	Accept
Z Energy Limited	468	138	Support	Retain introduction as notified	Accept in part
Z Energy Limited	468	139	Support	Retain objective as notified	Accept
Z Energy Limited	468	140	Support	Retain policy as notified	Accept

Z Energy Limited	468	141	Support	Retain policy as notified	Accept
Z Energy Limited	468	142	Support in part	Amend policy as follows: "1. Only allow activities that do not meet standards for provision or design of transport facilities where: ... e. They are consistent with the planned outcomes in relation to character and amenity of the zones and precincts in which they are located <u>and</u> <u>f. It is conducive to reducing reliance on private motor vehicles.</u> 2. Transport facilities may be incompatible if: ... d. the provision of transport facilities is not conducive to reducing reliance on private motor vehicles, or ..."	Reject
Z Energy Limited	468	143	Support	Retain policy as notified	Accept
Z Energy Limited	468	144	Support in part	Amend policy as follows: "Manage the design and location of high trip generating activities <u>to</u>: 1. toFacilitate, <u>where relevant</u>, the uptake of active and public transport modes; <u>and</u> reduce reliance on private motor vehicles, and 2. to<u>to</u>Minimise adverse effects on the safety, efficiency, and multi-modal function of the transport network."	Reject
Wellington Regional Council	F38	74	Oppose	Disallow submission point 468.144	Accept
Z Energy Limited	468	145	Support	Retain policy as notified	Accept
Z Energy Limited	468	146	Oppose (requesting new provision)	Add new policy as follows: "TR-PX: Electric vehicle charging devices <u>Encourage existing and new land uses to support an integrated and</u>	Reject

				sustainable transport network by enabling electric vehicle charging devices."	
Z Energy Limited	468	147	Oppose (requesting new provision)	Add new rule as follows: <u>"TR-RX: Electric vehicle charging devices</u> <u>All zones</u> <u>1. Activity status: Permitted</u> <u>Where:</u> <u>a. The electric vehicle charging device is installed immediately adjacent to an existing, permitted or consented motor vehicle parking space.</u> <u>Note: The electric vehicle charging device does not have to comply with underlying zone rules and standards.</u> <u>All zones</u> <u>2. Activity status: Restricted discretionary</u> <u>Where:</u> <u>a. Compliance is not achieved with TR-RX.1.</u> <u>Matters of discretion are restricted to:</u> <u>1. The potential for adverse effects on the safety and efficiency of land transport infrastructure.</u> <u>Notification:</u> <u>Public notification is precluded for applications under this rule."</u>	Reject
Z Energy Limited	468	148	Support in part	Amend rule as follows: <u>"1. Activity status: Permitted</u> <u>Where:</u> <u>a. Compliance is achieved with:</u> <u>...</u>	Reject

				iv. TR-S4: Classification of vehicle crossings and driveways, ..."	
Z Energy Limited	468	149	Support	Retain rule as notified	Accept in part
Z Energy Limited	468	151	Support in part	Amend table as follows: Commercial activities: "Service stations / City Centre Zone, Metropolitan Centre Zone: <u>6 refuelling spaces</u> " "Service stations / All other Zones: <u>6 refuelling spaces</u> " "Service stations / Specified High Trip Generator Exemption Overlay: <u>6 refuelling spaces</u> "	Reject
Z Energy Limited	468	152	Support	Retain standard as notified	Accept
Z Energy Limited	468	153	Support in part	Amend standard as follows: "... 2. Where a site has more than one frontage and, <u>in accordance with TR-S5.1</u> , is permitted only one vehicle crossing, the location selection of the vehicle crossing must be in accordance with the following order of precedence: a. Local streets, then b. Urban connectors or Rural roads, then c. Any other road. ..."	Accept
Z Energy Limited	468	154	Support	Retain standard as notified	Accept
Z Energy Limited	468	155	Support	Retain standard as notified	Accept
Z Energy Limited	468	156	Support	Retain standard as notified	Accept in part
Z Energy Limited	468	157	Support	Retain standard as notified	Accept
Z Energy Limited	468	158	Support	Retain table as notified	Accept in part

Z Energy Limited	468	159	Support	Retain table as notified	Accept
Z Energy Limited	468	10t	Support	Retain definition as notified	Accept in part
Z Energy Limited	468	150a	Oppose in part	Amend rule as follows: "1. Activity status: Permitted Where: ... b. Where the activities are located in the City Centre Zone, Metropolitan Centre Zone or the Specified High Trip Generator Exemption Overlay, no more than 10 on-site motor vehicle parking spaces are provided for the activity, and ..."	Reject
Z Energy Limited	468	150b	Support in part	Retain clause 1(c) of the rule as notified (inferred - refer to original submission)	Accept
Z Energy Limited	468	150c	Oppose in part	Amend rule as follows: "2. Activity status: Restricted discretionary Where: a. Compliance is not achieved with TR-R3.1, or b. The activity is a new service station or a new drive-through activity. "	Reject
Z Energy Limited	468	150d	Oppose in part	Amend rule as follows: "Matters of discretion are restricted to: 1. The extent that the development provides for active and public transport modes <u>where relevant.</u> ..."	Reject
New Zealand Transport Agency Waka Kotahi	F20	22	Oppose	Disallow submission point 468.150d	Accept

BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	69	Oppose	Amend the definition of “high trip generating activities” as follows: "means: a. a service station, b. a drive-through activity, or c. any other activity which exceeds a threshold in TR-Table 8 High trip generating activity thresholds, including when assessed cumulatively with all other activities with which on-site motor vehicle access spaces are shared."	Reject	
McDonald's Restaurants (NZ) Limited	F11	10	Support	Allow submission point 471.69	Reject	
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	81	Oppose in part	Amend the definition of “transport facilities” as follows: "means facilities and areas which provide for the movement of people, goods and refuse <u>within sites and</u> between activities on a site and the transport network. It includes: ..."	Accept	
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	130	Support	Retain as notified	Accept in part	
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	131	Support	Retain as notified	Accept	
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z	471	132	Support	Retain as notified	Accept	

Energy Ltd (the Fuel Companies)					
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	133	Support	Retain as notified	Accept
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	134	Support in part	Amend TR-P3 as follows: "1. Only allow activities that do not meet standards for provision or design of transport facilities where: ... e. They are consistent with the planned outcomes in relation to character and amenity of the zones and precincts in which they are located <u>and</u> <u>f. It is conducive to reducing reliance on private motor vehicles.</u> 2. Transport facilities may be incompatible if: ... d. the provision of transport facilities is not conducive to reducing reliance on private motor vehicles, or ..."	Reject
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	135	Support	Retain as notified	Accept
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	136	Support in part	Amend TR-P5 as follows: "Manage the design and location of high trip generating activities <u>to:</u> <u>1. to facilitate, where relevant, the uptake of active and public transport modes; and</u> reduce reliance on private motor vehicles, and	Reject

				2. to minimise adverse effects on the safety, efficiency, and multi-modal function of the transport network."	
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	137	Support	Retain as notified	Accept
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	138	Support	Add policy TR-PX as follows: "TR-PX Electric vehicle charging devices <u>Encourage existing and new land uses to support an integrated and sustainable transport network by enabling electric vehicle charging devices."</u>	Reject
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	139	Support	Add TR-RX as follows: "TR-RX Electric vehicle charging devices <u>All zones</u> <u>1. Activity status: Permitted</u> <u>Where:</u> <u>a. The electric vehicle charging device is installed immediately adjacent to an existing, permitted or consented motor vehicle parking space.</u> <u>Note: The electric vehicle charging device does not have to comply with underlying zone rules and standards.</u> <u>All zones</u> <u>2. Activity status: Restricted discretionary</u> <u>Where:</u> <u>a. Compliance is not achieved with TR-RX.1. Matters of discretion are restricted to:</u> <u>1. The potential for adverse effects on the safety and efficiency of land transport infrastructure.</u>	Reject

				<i>Notification:</i> <i>Public notification is precluded for applications under this rule.."</i>	
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	140	Support in part	Amend TR-R1 as follows: "1. Activity status: Permitted Where: a. Compliance is achieved with: ... iv. TR-S4: Classification of vehicle crossings and driveways, ..."	Reject
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	141	Support	Retain as notified	Accept in part
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	142	Multiple	Amend TR-R3 as follows: "All zones 1. Activity status: Permitted Where: ... b. Where the activities are located in the City Centre Zone, Metropolitan Centre Zone or the Specified High Trip Generator Exemption Overlay, no more than 10 on-site motor vehicle parking spaces are provided for the activity, and ... All zones 2. Activity status: Restricted discretionary Where: a. Compliance is not achieved with TR-R3.1, or b. The activity is a new service station or a new drive-through activity.	Accept in part

				Matters of discretion are restricted to: 1. The extent that the development provides for active and public transport modes <u>where relevant</u>"	
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	143	Support in part	Amend Table 8 to add high trip generating activity thresholds for service stations, with thresholds of six refuelling spaces in the City Centre Zone and Metropolitan Centre Zone, All other zones, and Specific High Trip Generator Exemption Overlay (see original submission for how the table would be edited).	Reject
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	144	Support	Retain as notified	Accept
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	145	Support in part	Amend TR-S5.2 as follows: "2. Where a site has more than one frontage and, <u>in accordance with TR-S5.1</u> , is permitted only one vehicle crossing, the location selection of the vehicle crossing must be in accordance with the following order of precedence: a. Local streets, then b. Urban connectors or Rural roads, then c. Any other road."	Accept
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	146	Support	Retain as notified	Accept
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	147	Support	Retain as notified	Accept

Energy Ltd (the Fuel Companies)					
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	148	Support	Retain as notified	Accept in part
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	149	Support	Retain as notified	Accept
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	150	Support	Retain as notified	Accept in part
BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd and Z Energy Ltd (the Fuel Companies)	471	151	Support	Retain as notified	Accept
Health New Zealand Te Whatu Ora (Health NZ)	518	11	Other/Not stated	Seeks all necessary modifications to the transport provisions that provide appropriate exclusions for public health service / Hospital activity (however it is defined or classified) in the Hospital Zone	Reject
Health New Zealand Te Whatu Ora (Health NZ)	518	12	Amend	Seeks that the overview of the Transport Chapter is modified (along with the cascading transport provisions) to reflect: a. The critical importance and role of Hutt Hospital as part of the nationwide Health Estate and as RSI and in service of the community in the Hutt Valley (and region); b. Recognition that demand for public health services – including	Reject

				Hospital and Health Care Activities in the SPHZ is complex and not controlled by Health NZ c. That transport provisions as they relate to Hospital and Health Care Activities in the SPHZ are managed by additional (new) provisions that exclude unnecessarily onerous transport provisions – particularly the imposition of high trip generating activities provisions.	
Health New Zealand Te Whatu Ora (Health NZ)	518	13	Amend	Seeks that amendments are made to the objectives and policies to: a. Recognise the benefits of all infrastructure and regionally significant infrastructure – not just the road network. For example, the Hutt Hospital is a life-saving public health service that is also a lifeline that must operate during an emergency and it is fundamentally reliant on a well-functioning road network it is appropriate that the policy framework afford it a level of priority that reflects its management within a SPHZ b. Relate to definitions that appropriately include the Hutt Hospital c. Include recognition that the public health system is both a critical service and is nationally and regionally significant – it relies heavily on the road network (and helicopter flights) and reverse sensitivity provisions may extend to affording protections from an unacceptably compromised roading network d. Provide an appropriately permissive framework for infrastructure – particularly regionally significant infrastructure that operates in a Special Purpose Zone e.g. Hutt Hospital	Reject
Health New Zealand Te Whatu Ora (Health NZ)	518	14	Oppose	Seeks all necessary amendments to exclude unnecessarily onerous transport provisions in the Hospital Zone – particularly the imposition of high trip generating activities provisions e.g. TR-R3.	Reject
Health New Zealand Te Whatu Ora (Health NZ)	518	15	Oppose	Seeks that Hospital and Health care activities at Hutt Hospital are excluded from high trip generating provisions	Reject

Appendix 3: Traffic engineering evidence of Mr Luke Benner

BEFORE THE HUTT CITY COUNCIL

Proposed District Plan Hearings Panel – Stream 6 – Transport

IN THE MATTER

of the Resource
Management Act
1991 (the Act)

AND

IN THE MATTER

of the Proposed
Lower Hutt District
Plan

**STATEMENT OF EVIDENCE OF LUKE BENNER FOR THE HUTT CITY
COUNCIL
TRAFFIC ENGINEERING**

24 August 2026

Introduction

1. My name is Luke Michael Benner. I am the director of LBC Traffic Engineers Limited, a traffic and transportation engineering consultancy based in Horowhenua & Kapiti. I hold a New Zealand Diploma in Engineering (Civil), and I am member of Engineering New Zealand as well as a member of the Transportation Group.
2. I have approximately 10 years' experience and my career to date has involved 5 years working within local government across the areas of traffic engineering, road safety and the planning and design of sustainable transport projects across walking, cycling and public transport. My most recent role was with Porirua City Council as a traffic and road safety engineer between 2019 and 2021.
3. I have worked within my own consultancy since 2019 (part-time) and full time since April 2021 providing traffic engineering services to public and private clients across the Wellington and Manawatu regions. My experience includes completing traffic impact assessments for private clients as well as assessing transport consents for Porirua and Hutt City Councils as well as Kāpiti Coast District Council. I have also carried out road safety audits and the planning and delivery of public transport projects.

Code of Conduct

4. Although this is a council hearing, I have read the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2023. I have complied with the Code of Conduct when preparing my written report and I agree to comply with it when I give any oral evidence.

Involvement & Background

5. I have been engaged by Hutt City Council since 2023 to advise transportation matters associated with the proposed district plan including a technical review of the draft Transport chapter prior to being notified for submissions in 2025. In April 2026 I was re-engaged to provide traffic engineering advice through the Proposed District Plan (PDP) hearings process.

6. Council's reporting planner provided me with the s42A reports covering Transport and Infrastructure to undertake a review of his assessment of proposed transport provisions under dispute by submitters. With respect to the Infrastructure chapter, my review has focused on the transport network provisions and the assessment of only those provisions that are under dispute. I can confirm that in my review of the draft s42A reports, I have also reviewed those relevant submissions.

Scope of Evidence

7. My evidence primarily covers submissions made on the Transport chapter; however, it also covers standard INF-S15 of the infrastructure chapter as it relates to road design.
8. My evidence does not respond to or assess all submissions under each of the chapters, where I have instead focused on areas where I consider further assessment has been warranted to assist the panel.
9. It should be noted that where I have not commented on parts of the s42A reports, this can be taken by the panel I agree the planner's assessment and recommendations with no further assessment warranted.

Submissions on Transport Chapter

10. KiwiRail made a submission seeking some new objectives and policies to be included in the Transport chapter specifically requiring consideration of safety at railway level crossings through future development. I agree with council's planner that the outcomes sought through KiwiRail's submission will already be achieved through TR-01 and TR-P3.
11. Health NZ have made a submission seeking relief for future development of Hutt Hospital through the introduction of objectives, policies and rules that would exclude it from needing to comply with certain transport provisions of the district plan. I am of the view that development, regardless of strategic or regional importance should be assessed in a consistent manner and against the relevant provisions that apply at that time. This is particularly important regarding traffic effects and the cumulative nature of effects that larger developments

can generate. I agree with Council's planner that the Health NZ submission should be rejected.

- 12.** Z Energy and the Fuel Companies have made a submission with respect to rule TR-R2 in seeking that the standard TR-S4: classification of vehicle crossings and driveways is deleted. Retaining this standard is fundamental in assessing different types of land use activities and associated vehicle volumes which feeds through to different design characteristics that need to be met including visibility from an access at the road frontage. The submission by Z Energy and the Fuel Companies on this matter should be rejected.
- 13.** The New Zealand Transport Agency (NZTA) have made a submission seeking to add a clause under TR-R2 where new vehicle crossings are permitted only where not located within or accessed from a Limited Access Road. Access to Limited Access Roads (or State Highways) is already regulated by the NZTA via their policy planning manual so I agree with Council's planner that there is no need for the district plan to regulate this.
- 14.** FENZ have made a submission seeking to amend clause 2 of standard TR-S1 that for sites that only provide pedestrian and cycle access, a minimum clear width of 3m and a minimum height clearance of 4m is required. The standard as notified states that a legal width of 1.8m and a formed width 1.5m must be provided. It is not clear through the FENZ submission what supports the 3m requirement. I consider that for sites with no drive-on access, the proposed 1.5m formed width will still allow a fire hose to be deployed while providing a comfortable width to access the site by foot.
- 15.** Laura Skilton has made a submission that seeks to vary part of TR-S5, with respect the vehicle crossings and their width based on the classification of the frontage road. Hutt City Council already has its own process outside of the district plan that regulates vehicle crossing applications, which includes the use of standard drawings for different use scenarios (i.e. single or double width in a residential environment or heavy-duty type vehicle crossings typically installed in industrial or commercial environments). As is typical through the district plan an applicant will provide an assessment of the type and frequency of vehicle crossing movements and so from time to time an applicant may

seek to alter council's standard vehicle crossing dimensions (i.e. if trying to restrict or encourage a particular movement). This has been and will continue to be assessed on a case-by-case basis through the resource consent process, after which at engineering approval stage the consent holder is then still required to apply to council to install the vehicle crossing through the standard process. The submission by Laura Skilton on this matter should be rejected.

- 16.** Kāinga Ora have made a submission seeking the deletion of clauses 1 and 2 under TR-S5 with respect to restrictions around the number of vehicles crossings that can be sited along a property frontage based on different frontage lengths as well as the placement of vehicle crossings where a site has more than one frontage. This standard and its clauses as notified provides for sites to have more vehicle crossings than currently allowed for under the Operative District Plan, however to remove any controls around the number of crossings that could be constructed and their placement where a site has more than one frontage has the potential the generate adverse traffic effects related to conflicting sightlines, conflicting vehicle movements, poor pedestrian safety and accessibility along frontage public footpaths. This would also have the potential to introduce inconsistency over time as sites get consented. The relief sought through this submission should therefore be rejected.
- 17.** Hutt Cycle Network have made a submission that seeks for changes to be made to TR-S6 about vehicle crossing separation distances and design. In reviewing the submission, I understand the intent behind the requested changes to the clauses under this standard (to ensure safety for pathway users), however, to add additional measures beyond the speed bump 1m from the road boundary within the standard is likely to result in inconsistent approaches in addressing pedestrian safety where the required visibility splay cannot be achieved. The other requested change regarding the visibility splay requirements being greater than what has been notified (but only for accesses level 3 or 4) is currently applied through the standard RTS6 “guidelines for visibility at driveways”, whereas the standard applied in the PDP as notified aligns to off street parking standard AS/NZS2890.1. The later is the more recent standard and is widely used throughout Australia and New Zealand to manage visibility and therefore safety where private accesses cross footpaths. The application of this standard with respect

to visibility splays is assessed as being appropriate and consistent on a national level.

- 18.** FENZ made a submission under TR-S7, requesting a 10% grade for curved ramps in addition to a maximum of 20% for straight ramps. I agree with Council's planner that the 20% is already stipulated in the PDP so doesn't need to be separately stated. I do however agree with requested 10% maximum grade for curved ramps. In practice I have seen where this has become an issue particularly along driveways that are steep with sharp bends. Requiring a maximum 10% grade along these parts of driveways can be expected to assist with ground clearance and manoeuvrability of fire appliances particularly in situations where a driveway includes any switchbacks.
- 19.** Part of Laura Skilton's submission seeks an amendment to clause 1 under TR-S7 regarding the design vehicle and that this should be a 99th percentile vehicle instead of the 85th percentile vehicle. While I acknowledge that AS/NZS2890.1 has been under review, no formal direction has been released as to an update of this standard and the size of the design vehicles specified.
- 20.** I agree with the assessment provided by Council's planner in relation to the submissions on standards TR-S8 and TR-S10.
- 21.** Numerous submissions have been made with respect to the high trip generating thresholds of the PDP. I generally agree with the assessment by Council's planner, noting the proposed thresholds and matters of discretion will ensure a more consistent approach around how different activities are assessed and their effect on the transport network.
- 22.** I note a submission by NZTA seeks that table 8 as notified is deleted and replaced with a more simplistic version whereby any activity generating beyond 100 light vehicle movements per day and 8 heavy vehicle movements per week automatically triggers the high trip generating threshold. I consider reducing the threshold to this level would result in too many activities unreasonably triggering the threshold, where the level of traffic generation or more specifically peak hour traffic generation for certain land use activities would be a fraction of the daily volume. For example, a multi-unit residential development

of 10-12 units could be expected to generate ~100 to 120 vehicle movements per day, plus a rubbish truck once a week. Typically, the AM or PM peak hour traffic volumes are then used to form an assessment which in this scenario would be 10 to 12 vehicle movements. Within the context of a road carrying several hundred to several thousand vehicles per day, the ability to define and assess potential effects at this level is legible. In reality it is often the inability for an activity to meet one or more of the other transport standards that triggers the need for assessment. I consider that the thresholds as notified in table 8 are not too restrictive while ensuring activities that typically result in higher levels of traffic generation through the day or at concentrated times will be captured.

- 23.** Part of the submission made by Kāinga Ora seeks for the information requirements pertaining to the completion of integrated transport assessments to be more prescriptive including what level of detail should be provided and assessed within a report. I agree with council's planner that this request should be rejected, noting the rule already points to NZTA guidance and that should be sufficient.
- 24.** Several submissions have been received with respect to the proposed Highly Constrained Roads Overlay, noting that this overlay seeks to restrict further development where these roads cannot accommodate increased vehicle movements and are unlikely to be able to be upgraded to address existing deficiencies.
- 25.** The roads identified as being highly constrained all include similar characteristics including sections of road that can realistically only accommodate one direction of vehicle movement at a time with limited opportunities for safe passing to be provided as well as constrained forward visibility largely driven by constrained topography.
- 26.** Through hearing stream 3 I provided traffic engineering evidence with respect to a group of residents off lower Park Rd that had sought to retain the existing zoning of their properties instead of being upzoned. That submission included a request to include have lower Park Road included as a highly constrained road.
- 27.** In preparing my statement of evidence for hearing stream 3, I visited Park Road and walked along the footpath between Gainsborough

Grove and Grounsell Crescent, so I am familiar with the road environment. This road while undulating and steep provides for two lanes of vehicle traffic with kerbside parking possible and observed to the north of #11 Park Road.

- 28.** The presence of kerbside parking on one or both sides of Park Road intermittently reduces the road down to one lane in areas, noting that the presence of opposing vehicle crossings, intersections and “no stopping” restrictions increase the road width back to being suitable for two-way traffic. As Park Road is formed to a two-way width within the section in question, it is therefore entirely possible to mitigate effects on the safe and efficient operation of this road should further development occur, bringing with it potential for increased traffic volumes.
- 29.** I disagree with the submission by Laura Skilton seeking that the overlay is expanded to any road which has a kerb-to-kerb width of less than 11m. Many roads throughout Lower Hutt are at this width or narrower including many throughout Petone and the Western Hills with there being nothing to suggest that these roads are formed in such a way that that they are unlikely to support further development and increased traffic flows. The transport network contains roads and streets of different forms and that perform different functions. A road that is substantially less than 11m wide (i.e. Beach Street in Petone for example at ~8m) provides primarily a residential access function and a secondary through route function which can comfortably accommodate two-way traffic and kerbside parking. While its width is constrained with kerbside parking being popular, this undoubtedly results in a lower speed environment which is consistent with the surroundings. For a road such as this to be included as a highly constrained road would result in unnecessary assessment being required for new land use activities within that zone.

Submissions on Infrastructure Chapter (Transport)

- 30.** Several submissions have been received about aspects of INF-S15 relating to road design as well as street tree specifications. I consider that this standard is largely sufficient as notified, noting that it does not seek to alter the road design standards of NZS4404:2010 ensuring a consistent approach to road design with other district plans that adopt

the standards of NZS4404:2010. Where the standard does stipulate minimum requirements, these are consistent with what would be expected including the treatment of roads, footpaths and street lighting.

31. FENZ have made a submission seeking an amendment to clause 6 with respect to road design that a minimum height clearance of 4m is required, maximum grade of 20% for a straight ramp and 10% for curved ramps. These parameters apply to private accesses and driveways which are addressed under the transport chapter of the ODP.
32. While I understand the intent of what FENZ is seeking to achieve, the design of roads will be based on NZS4404:2010 which has its own parameters around grades etc. The submission made by FENZ on this matter is addressed in the transport chapter with detailed discussion included under point 17 of this statement of evidence regarding grades for driveways including a recommended change to adopt the maximum 10% grade for curved ramps.
33. I agree with the assessment of Council's planner regarding the other submissions raised in relation to standard INF-S15.

Conclusion

34. Based on my review of the s42A reports and relevant submissions, it is my assessment that the Transport chapter, subject to some minor changes and the Infrastructure chapter as it relates to road design will adequately regulate development throughout Lower Hutt.

Luke Michael Benner



24 August 2026